



On the 2nd Feb 28.
1845
in Company Ship
Three Brothers of War

G A Gould

" " " " " " " " " " " "

G. A. Gould

Gardner

" " " " " " " " " " " "

G. A. Gould

G. A. Gould

Ship Columbia of Warlock Mass

Gould

G. A. Gould

Ship Columbia of Warlock Mass
G. A. Gould

19
64

12
75

17
55
85
84
159

16
4
84
12
5
85
84
149

2

Handwritten notes in the top right corner, including the word "Museum" and some illegible scribbles.





g e
G A Gould
engraver

Indianas
Amstern
Ge. A. Gould
Institution
Ship Columbia
G. A. Gould
Katholisch
Massachusetts

4
Sylvester Bismarck

amsterdam

Isaac Charles May
Wormouth

Josephine May

Josephine
May

May

Josephine
May

Josephine



Respect yours John A Fitch

North Booby Bay Maine

Attapee
Nov 15 1844

Brig Ketchikan

Ship Columbia of

Nantucket at 52 Mo

1660 H. S. Oie

Dec 5th /46. Sailed Sept 16th /45

Sunday March 1st /45

On the Line Bound

Westward Lat 15° 50'

Lon 90° E

Tuesday eve Mar 18th

Bound in with a 6 knot

Breeze Lat 41° 54' South

Apr 3rd /45

Received a letter

by Ship Ontario of Nantucket

Dated May 13th /43

Ship Columbia of
Nantucket

Wednesday Sept 16th /45

Lat 48° 40' South

Lon 103° 30' West

Bound home heading East under
Close reefed Topsails Main Top Gaff
sail Courses and fore Top mast
standing sail wind on the Starboard
quarter making eight knots six
weeks from Tahiti got Columbia
have line Girls if you want us to get
home.

Ship Columbia

Nov 11th /45

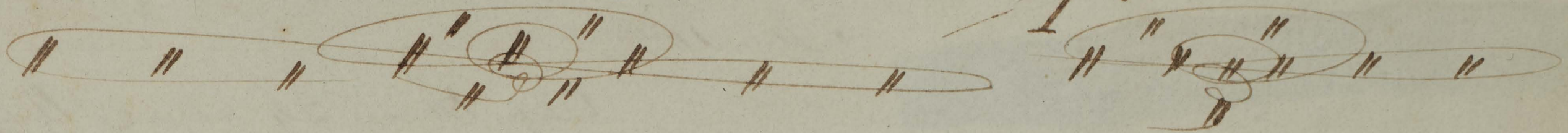
Lat 11° 13' North

Lon 46° 54' West

W. by N. E. in 30 days I shall make Block Island

Journal of a voyage in the Whale Ship Columbus
to the South Seas in a whaling voyage by way of Cape Horn
Sailed from Nantucket Sept 24th 1841

C. F. Joy Com. 1/41



Officers

Geo. F. Joy, Capt.
Joseph Marshall, Mate
W. C. Cithcardy, 2nd do.
Geo. Christian, 3rd do.

Boat Steersmen

C. H. Lowell
M. V. Worth
A. J. Warren

Stewards

William Freeman " C. C. Crook
J. H. Gardiner " W. Miers
Joseph Carr " E. Southwick
W. A. Wild " Geo. Greene
John Coffin " H. Coffin
John Coffin " D. Hawkins
C. Coffin, Crook
W. Haven, Steward
J. Vins, Cook
C. D. Pinkham, C. Boy
C. H. Coleman, Seaman

Boat Crews

Starboard

Geo. Christian, Headman
C. H. Lowell, Steersman

Starboard

Joseph Marshall, Headman
M. V. Worth, Steersman

Starboard

W. C. Cithcardy, Headman
A. J. Warren, Steersman

Starboard



Sept 21st

Com these 24 hours with a fresh breeze raised a school of whales lowered away brought a small one along side, rolled away fifteen bls



Jan 11th

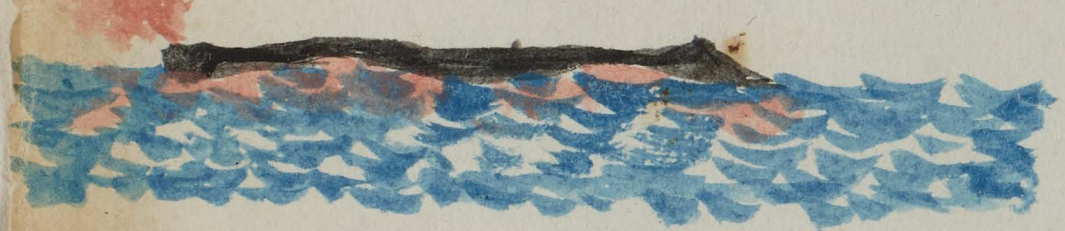
Com these 24 hours with a light breeze raised whales 2 or 3 PM lowered away brought a 50 bl one along side waste boat 4 ton. Lat 33° 45' Long 77° 45'

Jan 20th

First part windy from S.E. Steaming North watches employed in ships duty Man fell from the Fire Top Galley cross trees Lat 26° 13' South Long 81° 14' West

Feb 15th

Laying in the port of Callao. Peru in company with the whale ships Washington and Wamuck of Wamucket



Sunday Apr 24th

Weather fine

raised a school of whales lowered away after chasing 14 hours brought a small one along side



Apr 29th

Com these 24 hours

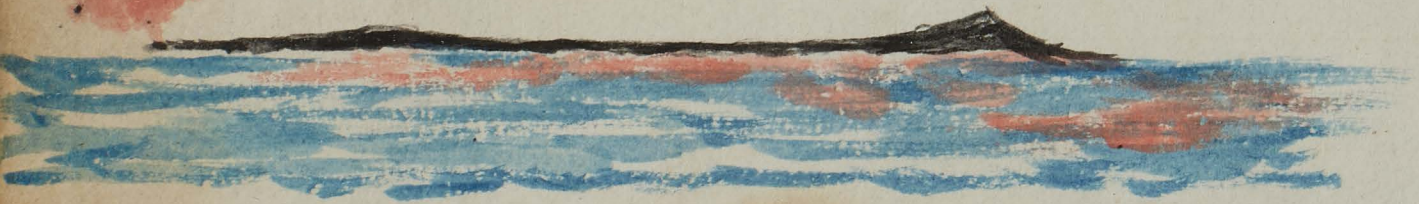
with a fine breeze raised a school of whales lowered away brought two along side



May 7th

Com these hours with

a fresh breeze raised a school of whales lowered away brought three small ones along side



May 12th & 13th

Employed in

striking down oil, stored down 150 bls

May 14th

First part pleasant

raised a school of whales lowered away brought one along side struck another lost him by four line round the lizenhead

Cruising on the Line, Jan 1811

9

May 16th

First part employed

trying out blubber. Raised a school of whales lured away and brought
two along side last part employed cutting in and up blubber and so
end

May 21st

Raised the

Herald of N B chasing whales passed her lured away and brought
a small one along side

June 14th

First part light

winds and rain made Mowee one of the Vanderweck islands
in the lee but made all sail in show and so end

June 15th

First part

strong breezes standing in for the land under all sail at 7 PM
came to middle part furled sails and set the watch last
part employed painting ship sent a raft of casks ashore to be
filled

June 16th

Painting ship and getting off recruits &c

June 17th 18th 19th 20th

Getting of recruits. watch on shore &c

June 21st

Under short and lused the Topsails took several passengers
for Oahu

June 22nd

Made Oahu laid off and on sent the boats ashore several
times

July 1st in Japan

Raised a school of whales lured away brought a hundred
lb one along side

" **J**aws measured 17 ft 3 in. in length

" **F**lukes " " 16 ft. in breadth



On Japan

July 19th /42

First part chasing whales middle part fine and calm last part raised sperm whales. Larboard boat fastened with one iron whale running and wounding badly. Succeeded in killing him at 6 P.M. at the dist of 7 miles from the ship. all hands employed towing the whale got him along 6 A.M. watch below for three hours

July 20th

First part calm employed cutting in whale at 11 a.m. raised sperm whales lowered away two boats. Struck one and lost both lines. Boat fastened and lost there line. Came on board and finished cutting in and No end

July 21st

First part fine. Cropping oil 7 P.M. Shortened sail middle part fine last part employed stowing down oil saw several fin. Backs and No end

Aug 24th

First part strong winds set a double reefed fore top sail and Main stay sail. last part raised a school of whales. At the beam lowered and chased four hours without success. came on board caught three Porpoises whales still in sight

Aug 25th

First part fine with strong winds. lowered away and chased whales got none, and No end

Aug 26th

First part strong breezes and pleasant at 3 P.M. raised whales lowered chased four hours got nothing. last part raised whales lowered struck and killed one after being fast 6 hours

Up Japan

11

Aug 27th

First part sailing lying with whale along side later part finished cutting in. Ship off the quarter cutting, No end



Aug 30th

First part sailing sailing off the quarter later part raised a school of sperm whales lowered away, killed a small one and got along side 12 A.M. and No end

Aug 31st

First part strong winds employed cutting in at 4 P.M. raised whales off the lee beam. began to boil last part finished boiling and washed decks raised whales breaching ran of the 12 A.M. and No end

Sept 2nd

First part fine with strong winds raised whales breaching last part went in fly ditto went up burdies for stowing down

Sept 3rd

First part strong winds employed creeping middle and latter part stowing down number of Fin backs round the ship



Sept 6th

First part fine latter part raised whales lowered away killed and got him along side 12 A.M. saw none ahead



Sept 17th

First part fine with strong breezes raised whales lowered and killed one of them got along side at 3 P.M.

Sept 18th

First part fine employed cutting blubber raised a school of whales lowered after a chase returned with out success middle fine employed boiling last part fine whales off to weather bow and sail off lee bow lowered and struck one and lost him after being fast six hours by the iron breaking came on board whales still in sight sail on the weather quarter boiling and whale along side and No end

Ship Columbia on Japan Geo. F. Iz. Master
 " " " " " " " " " " " " " " " "

Sept 19th

First part employed boiling & hauls Stew in Vight Middle
part finished boiling later part washed decks. Wham
made 55 bl "

Sept 23rd

The first part fine employed coopers in last part stowing down
sail of the weather quarter

Sept-24th

First part equally took two reefs in the fore and main
and closed reefed the mizen top sails fastened the jib

Sept 27th

First part strong winds but fine spoke the ship in vicinity of
hantuckest she raised Ofterm whaler off to catch her tow toward
away after a chase of four hours came on board so ended

Sept 29th

First part strong winds from the East ship on the lee
bow furlled the ~~the~~ fore and mizen top sails last part strong
winds loosed the fore top sail and furlled the jib
sail on the weather bow on the opposite tack, a number
of crew fift round the ship and so end

Lat 30° 07' N. Long 140° 00 East

Oct 1st

First fine strong winds and a heavy sea running last past
raised a school of sperm whales toward Arroyo fast ends and
got him along side at 11 AM and commenced cutting in and
so ends!

Oct 2nd

First part employed cutting in and cutting up blubber middle part began to try out last part trying out and to end

Oct 13 1774

First part employed trying out fire hose and washed
decks last part cleared up the fore hold and broke out
the run and so ends

On Japan

13

Oct 6th

First part fine employed coopersing oil saw a fin back middle part - in with strong breases latter part storing down oil

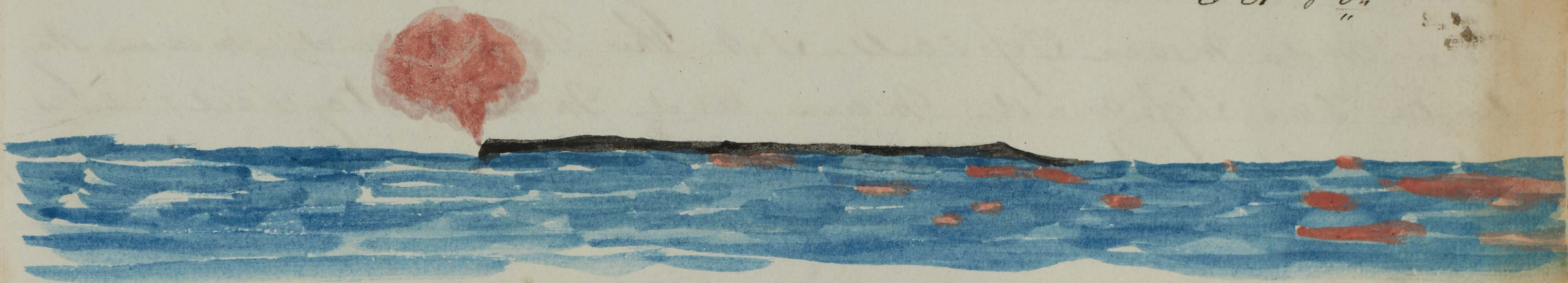
Oct 13th

First part a dead calm No wind, whales, whales landed and chased 7 hours with out success

Friday Oct 17th

First part calm chasing whales came along side at 1 P.M. Shortened sail latter part shortened sail raised 1/2 m. whales landed and took two after eight hours killed a third lost one by sinking

Oct 8th



First part fine and calm towing whale till 12 P.M. Shortened sail and set the watch latter fine employed cutting in

Sunday Oct 16th

First part finished cutting in body and began to boil middle laying with two heads along side latter part cut in the heads strong breases and rough sea

Oct 17th

First part strong breases and rough sea employed boiling middle part raring 1/2 squarely latter strong wings close & capped the main top sail, under fore sail. Fore top mast stay sail and closed reefed main top sail

Tuesday Oct 18th

First part finished boiling latter part Heavy wind and sea washed decks and so end

Oct 17th

First Part strong breases and a heavy sea watch employed on ship's duty, set the main stay sail, under fore sail close reefed main top sail, and main, mizen and fore top mast stay sail and so end.

On Japan

Oct 20th

First Part strong breeze watch employed on ships duty
 raised 1st in Backs on the Larboard beam middle part fine
 last part employed cooping oil finished stowing off the main
 hole, and wet hole, saw a whales carcass off the Larboard bow
 a number of 1st in Backs round the ship. Lat 30° 01'

Oct 21st

First part fine with a heavy swell vent up the Burdens over
 the fore hole for breaking out last part employed breaking out
 and stowing down oil and so end

Oct 22nd

First part employed stowing down oil finished at 6 P.M.
 winds from the N.E. with a heavy sea furling the Fore sail
 Fore and Mizen Top sails. Set the Main and Mizen stay sails
 under Fore Top mast. Main and Mizen stay sails and
 close reefed Main Top sail last part finished stowing off
 the fore hole and washed decks loosed the fore sail and
 so end

Oct 23rd

First part fine with a heavy sea loosed the Fore and
 Mizen Top sails employed working but shook heads great many
 rollers round the ship, last part set the main stay sail
 winds strong and so end

Oct 24th

First part strong winds and a heavy sea lying too under
 storm sails middle part moderate last part employed
 setting up the main rigging had squalls of rain and
 so end

Oct 25th

First part calm with rain middle part rainy last
 part fine steering E. S. E.

Oct 26th

First part fine with strong breeze steering East
 middle part heavy rain with Thunder and lightning
 last part rainy and so end

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REMARKS + ON BOARD SHIP COLUMBIA, ON JAPAN.

Oct 27th

First Part cloudy with strong winds steering to the North East at 6 P.M. took in the Fore and Main Top sail last part strong and so ends

Oct 28th

First part strong going to under short sail weather fine employed in stowage jobs middle part fair last part fair breeze about the gale heading East

Oct 29th

First part weather moderate and fine employed in ships duty broke out the after hole and so ends

Oct 30th

First part fresh winds reefed the Fore Main and Main Top sails furling the Foresail. Fore and Main Top sails sent down the Fore and Main Top galleons and close reefed the Main Top sail winds increasing with a heavy sea middle part fine with a fresh wind and heavy sea last part hoisted the Foresail Fore and Main Top sails and jib steering Eastward and so ends Lat 30° 00' North

Sunday Oct 31st

First Part strong winds and a heavy sea steering North East furling the Main Top sail furling the Foresail and Fore Top sail and jib. Middle part cloudy with a heavy wind and sea last part wind freshened and a heavy sea under Fore Top mast Stay sail Main and Main de steering N. By E. and so ends

Ship Columbia on Japan. G.F. Joy. Com

Monday Nov 1st

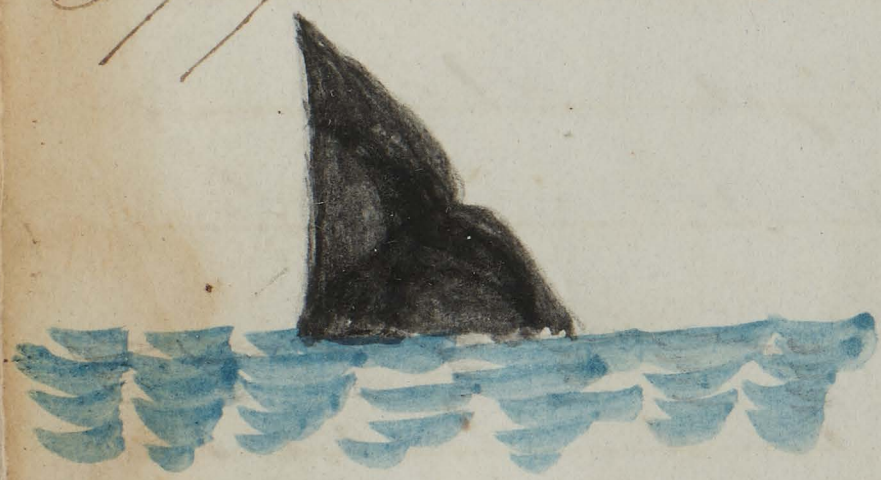
First Part fresh breeze and a heavy sea. Middle part more calm. Last part loded the Fore and Mizzen Top sails shook two reefs out the Main and one out the Fore Top sail. Loded the Main sail. Hauled down the Main and Mizzen Stay sails and furlled them all hands employed in Ship's duty to bent the jib and began to repair it and so ends

Tuesday Nov 2nd

First part fine with a heavy swell employed repairing the jib, finished and bent it. repaired the Fore Top galant Vail. Middle part fine and calm. Last part fine shook the reefs out the Top sails vent down the Main Top galant sail and repaired it. Watches employed in Sunday jobs in the rigging Stearing North and so ends

Wednesday 3rd

First Part fine and calm Stearing North. Watches employed in Sunday jobs in the rigging finished the Main Top galant Vail. raised whaler at 4 1/2 P.M. lured away and chased them 5 hours with out success. came on board furlled the Main sail and Vail took two reefs in the Fore and Main top sails took the lines out the boats and so ends



Lat 30° 00' Long 179° 00' East

Thursday Oct 4th

First part windy and light rain. Furlled the Fore and Mizzen Top sails set the Main and Mizzen Stay sails. winds more light. loded the Fore sail and Fore Top sail. Took the two boats in in deck. Middle part furlled the Fore and Fore and Mizzen Top sails. winds light showers of rain with Thunder and lightning. Last part fine loded the Fore and Fore and Mizzen Top sails and jib Stearing full and by compass off to windward of head bearing E.N.E. sent up and bent the Main Top galant sail and furlled it crew employed in Sunday jobs in the rigging and so ends

Lat 30° 00' Lon 179° 35' E

17

Ship Columbia on Japan & F. Voy.

Oct 5th /42

First part light breeze Steaming E. N. E. shook the reefs out the Main Top sail and loosed the Main Top gasket. Watches employed on ship's duty middle part rain with heavy Thunder and Lightning furling the Main top gasket sail reefed the Fore and Main Top sails last part fine shook the reefs out the Top sails loosed the Main sail & set Steaming E. N. E. Lat 34° 10' N. Long 171° 40' W.

Saturday Oct 6th

First part fine Steaming E. N. E. watches employed in Sunday jobs. Last part in the Main Hatch furling the Main sail and set reefed the Fore, Main, Top sails. Middle part fine but cold, last part fine loosed the jib to Main and Mizen staysails saw a school of black fish and Fin Backs hauled up the spanker and furling the jib. weather squally and so ends. Lat 34° 10' N. Long 171° 40' W.

Sunday Oct 7th

First part stormy Steaming E. N. E. furling the Fore and Mizen Top sails. Middle part stormy last part fine loosed the top sails and jib. set the Main top gasket sail watches employed breaking out and stowing off the fore hole winds beased up clouds up and furling the Main Top gasket sail. so ends

Monday Oct 8th

First part fresh breeze from the N. N. W. Steaming Fair and By. watches employed on ship's duty at 6 P. M. took in sail latter employed on ship's duty. so ends

Tuesday Nov 9th

First part under all sail Steaming N. E. by E at 6 P. M. took in sail come squally took in the Top sails so ends

Nov 10th

First part squally furling the Main sail at 7 P. M. furling the Top sails Steaming N. E. by E so ends

Ship Columbia on Japan G.F. Joy. Com

Lat 30° 00'

Long 170° 00'

Nov 11th /42

First Part heave sea set the Top sails middle part
fresh braces last part made all sail sent down the
Mizen Top sail to repair so end

Saturday Nov 12th

First part mending the Mizen Top sail finished and bent
it began to stand whole watches latter part squally some

" Bore in to the Sandwich Islands "

First part squally under all sail steering E S E East
middle part squally furling the Top sails last squally
and so end

Lat 16° 00' 00"

Nov 14th /42

First part fine under all sail steering E S E watch
employed breaking out the fore hole for shooks staved off and
back hole so end

Nov 15th

First part fine employed setting up shooks for water middle
part fine last part employed repairing the Fore Vail finished
and bent it was a fine back

Lat 16° 10' 00"

Nov 16th

First part employed in ship's duty under all sail steering
S E by East middle part fine and calm last part the same
watch employed scraping the waist so end

Nov 21st

First part light braces steering S by E watch employed
in ship's duty middle part fine last part fine employed
haul Taring the chains and iron works

Lat 22° 57' Long 155° 56'

Nov 22nd

First part fine with fresh braces employed in
undry jobs, steering S by East middle part fine
broke out for water "

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Remarks on **B**oard the Ship **C**olumbia, **C.F.J.**

Wednesday Nov 23th

First part fine as ant light winds from S.W. Steaming S.W. employed breaking out for provisions. Middle part fresh winds took in the fore and Mizen Top Mast Sails. Last part employed painting Ship

Nov 24th

First part fine weather with light winds from the N.W. employed Painting Ship &c. Last part thick hazy weather made Mizen at 6 P.M. in Starboard bow. employed painting Ship. Set the Fore Topmast Studding sail

Thursday 25th

First part thick standing in to the passages. Set the Fore Topmast Studding sail at 4 P.M. bent the chains, and got ready for anchoring at sunset. came to anchor at 7 P.M. and started the Sails last part fine employed painting Ship

Nov 26th

Wing in Port of Maui weather fine sent a raft of casks ashore for water employed filling Ship last part got off a raft of water

Nov 27th

First part fine blacked the bends began to caulk the Starboard bow last part sent the watch on Shore in Liberty at 10 A.M. the B. V. S. N. O. came to an anchor 35 mi. out 2100.

Monday 28th

First part, the Starboard watch in Liberty, employed getting off recruits at Sun. dawn. watch came on board last part sharp lightning

Nov 29th

Fine watch in Liberty. Stowing down water getting off recruits.

Nov 30th

Stowing water getting off recruits taring the bends caulking the bows. Watch on Shore &c

Dec 1st

Getting off recruits. Watch on Shore &c

REMARKS on board Ship Columbia

Friday Dec 2^d

First part fine. Watch on shore, got of two or three boat loads of recruits and so end

Dec 3rd 4th 5th 6th

Lifting of recruits caulking ship watch on shore. Setting up the rigging

Dec 7th

First part fine. Stowed last part. Anchored got off 900 lbs of Bread last part all hands on board fitting for sea

Dec 8th

First part fine fitting for sea took a number of passengers for Honolulu at 3 P.M. got under way Middle part strong trade winds look in fore and mizen Top sails last part came to anchor of Oahu bar and sent a boat on shore with passengers

Friday Dec 9th

First part fine sent a boat on shore Middle part boat returned found the U.S. Frigate U.S. and a number of Whalers inside and 7 Ships and barks last part the U.S. got under weigh for the N. Coast

10th

First part fine sent the boat on shore. began to set up the fore rigging Middle part lost two men by desertion last part setting up rigging

10th

Leaving off Honolulu bar left for the Line

First part fine with strong wind Capt came on board at 4 P.M. and got under weigh stood to the south and stowed the anchors last part fresh winds steering N.E. for the line

Monday Dec 12th

First part light winds from the Eastward steering N.E. employed blacking the Starboard chain last part fine set the main T. Sail

21
Remarks on Board Ship Columbia

Tuesday 13th

First part moderate course S.S.E. all sail out last part
raised sperm whales but not fasten
to either fine and so end

14th

First part employed setting up Main Topmast rigging
middle part fine last part setting up Top Mast rigging

15th

First part setting up Top Mast shrouds course S.S.E.
last part took in the waist boat to repair

21st

First part fine course S.S.E. middle part raising
last fine

He at 7^h 56' South

22^d

First part raising at 6 P.M. Handed the Top Mast lines
and singled & reefed the Topsails middle part stop
last part at 6 A.M. raised sperm whales but not
and took a small one got along side at 9 A.M. and
began to cut in

24th

First part fine with strong winds employed cutting in
finished at 3 P.M. cleared the decks last part began
to boil. Sails in lee bow

25th

First fine employed boring spoke the keel of A.B.
forty fathoms but 1400 lbs sperm oil bound home sent a line
to him, finished boring at 8 P.M. middle part strong
beats keel on the weather quarter. had strong
rain

26th

First part fine with strong beats steaming South
at 7 P.M. shortened sail last part wet holes so end

Cruising in the Line

From 160° 00' 00" To 180° 00' 00"

27th

First part fine with strong winds steaming S.W.
took in Larkins boat to replace the 2 up & out the
Top sails. lowered the Top & sent sails to end
at 11° 56' 11" South

31st.

First part fine employed painting ship. Middle part
fine last part fine employed painting ship. sent out
the Fly & Lib. and sent the job saw a large bone shark
some large pieces of squid to end

Jan 1st. 1843

First part fine employed painting
ship blacking the anchors to catch on } Lat 0° 39' South
warm and sultry steaming West by } Long 160° 00' 00" East
North wind light. Made Jarvis Island at 2 P.M.
saw sandy land on which employed painting
ship. sails on lee bow, saw a bone shark further the
Top & sent sails and Lib. last part lower the Top & sent
Lib and Fly Lib. and Main sail steaming free and
by land on the weather beam weather fine, but hole
and stored of the Fore and Main hatches painting
the Larkins Boat inside further the Top & sent sails and
Fly Lib. were ship raised up on wheels breaking
down on weather saw lost sight of them at sun down weather
fine so end

Cruising in the Line
From 160° 00' 00" To 180° 00' 00" E

28

Jan 2^d

First part fine with strong trade winds steaming full
and by set the Main Top Gable sail at 6 P.M. shortened
sail. Middle part fine weather more
cool. Vanvies Island on the weather. } Lat 0° 54' South
guarantee. Tacked ship at 1/2 past 7 P.M. } Long 165° 00' East
at 1 A.M. furled the jib last part fine
with strong winds set the jib and Main sail, employed
in mending jibs, repaired the jib sheets and so end

Jan 3^d

First part fine with strong winds steaming full and
by heading North watch is employed on ship's duty
at 6 P.M. furled the Main sail middle
part squalls took two reefs in the } Lat 0° 35' South
fore in the Main and mizen } Long 165° 30' 00" East
Top sails last part fine using ship
loosed the Main sail strike the reefs out the Top
and loosed the Main Top Gable sail and Fly
Jib watch is employed on ship's duty weather fine
with a fresh breeze steaming full and
so end

Jan 4th

First part fine with a fresh breeze steaming
full and by saw a large school of Black
Fish going to wind and eyes but
did not turn at 6 P.M. furled the } Lat 0° 13' South
Main Top Gable sail and Fly Jib } Long 161° 00' 00" East
Middle part fine with a fresh breeze. Last part fine
with stiff trades took in the Starboard Boat to repair
coming in stays at 7 hrs steaming full and by
employed repairing boat and mending jibs in the
evening weather fine with strong winds and
steaming full and by heading N by E
and so end

Cruising on the Line
From 160° 00' 00" To 180° 00' 00" East

Jan 5th

First part fine with some sea steering full and
By heading South employed 1 cp
Starboard Boat finished and put } Lat 11° 56' S
on the cranes at 6 P.M. Come in } Long 163° 00' 00"
Stays furled the jib standed the Main Course
last part once Ship in morning watch and set the
Main sail loose the Main and Main Top Galant
sails and Flo. Jib broke but the Fore Hole for old
junk, steering full and by heading North by E 1/2 E
employed stripping Junk making stows be made
Harvis Island at 1/2 past 10 A.M. four points on
the weather bow, weather fine so end

Jan 6th

First part fine with light breezes steering full
and By heading North Jarvis
Island still in sight on weather } Lat 0° 37' South
beam employed on ships duty saw } Long 160° 00' 00"
a large turtle at 6 P.M. furled the Main Top Galant
Sail and T.L.V. J.I.B. Middle part fine with light
breezes heading North last part fine employed painting
the Starboard Boat, set the Main Top Galant Sail
and sundry jobs in the rigging be at 12 Come in
the stays weather fine

Friday Jan 7th

Friday first part fine steering full and
By heading South only watch
employed on ships duty, served } Lat 1° 21' North
the Fore Top mast shrouds } Long 160° 00' 00"
securing the Fiddle and Cooks Bunking the
finished the Starboard Boat 2 cp aired the 3 allie
on the Main and Main Top mast rigging at 6 P.M.
shortened sail last part fine watch employed break-
ing out the Fore Hole, but and stowed off the
lower hole, began to Cap on, etc. so end

Cruising on the Line

C. F. Joy. Com

Jan 8th

Commenced with fine weather employed Coopers
at finished and began to stow
down between decks finished stowing
down at 6 P.M. furled the Main
and Mizzen Top & sent Vail and 11th
Jib. Steaming full and by weather
fine middle part fine middle part
squarely. It sailed up the Main sail
last part fine with a fresh breeze
and considerable sea furled the
Main sails weather fine and so
ended

Lat 0° 16' North
Long 160° 00' 00"

Courses
Winds &c
South by East
Wind
E by South

Sunday Jan 9th

First Part fine with a heavy wind
and sea watches employed doing
nothing at 6 P.M. Doubled reefed the
Mizzen and Main Top sails and one in
the Mizzen hauled down the jib and
furled it hauled up the Spanker
middle part fresh breeze but fine
last part fine loosed the jib, squared
the yards some placed the starboard
on the cranes and painted her inside
last part fine so ended

Lat 2° 13' South
South S. East
Wind
East
At 6 P.M.
Wore Ship
North by East
Squared the
yards some
North West

Monday Jan 10th

First part fine with strong wind watch
employed on ships duty at 6 P.M. took
two reefs in the Fore and Main and
one in the Mizzen Top sails furled the jib
middle part fine last part shook the
reefs out the Top sails and set the jib
repaired the Spanker and bent it
Vails in the weather guenter so ended

North West
East
Lat 0° 18' South

SHIP COLUMBIA
Cruising on the Line. U.S. Navy, Com

Jan 11th

First part fine at 6 P.M. Shortened Lat 0° 00' N
Sails and luffed to the wind Long 164° 00' 00"
Middle part fine last part fine turning
one reef out of the main topsail set
up the Main stay. Set up the Main
Slippen and Throues so end

Courses &c
N. by West

Jan 12th

First part fine raised sperm
Whales 1/4 mile off the beam going to
windward and luffed and fastened after
chasing twenty minutes lost him by
iron drawing fastened to two small
lines got foul and had to cut
fasten again however, weist boat stay
cut and coming on board changed
boats and went to the lee and found
the Larboard boat Whales dead got
them along side at 1/2 P.M. furled
the Main sail and Fore Top sail
and Main Top Gant sail middle
part fine last part the same got up
the cutting jacks and began to cut in
raised Breaches ahead finished
cutting bluey and cleared decks
so end



Jan 13th

First part fine employed trying out
lost the Fore Top sail and took
one reef in it. at 6 P.M. were ship
and set the watch middle part fine
finished trying out, last part washed
decks and set the jib saw a school
of cowfish in the lee beam clear
the decks got employed in sundry jobs

Were ship

Ship Columbia on the Line 1843 G. F. Joy, Co²²²

Jan 14

First part of line employed in
When any jobs broke out the Vals room
for the alling stuff bent new tiller tops
middle part of line last part of line shake
as 2 up out of the Fore and Main
Top sails. Were ship at 6 A.M. Let
holy, employed setting up Prison
skoon as land turning in Top mast
and Top 4 at Backstay so end

Lat 1° 33' South
Long 164° 17' 00"

North by West

Long Ship

N. N. East

Later day Jan 15th

First Part fine, employed turning
in Main top mast and top 4 at back
stay finished and set in the shun
pole at 6 P.M. Shortened sail middle
part fine last part fine shake one 2 up
out of the Fore and Main Top sails and
set the Main sail so end

South V. West

Lat 0° 48' South

Middle part long ship

North North East

Sunday Jan 16th

First part fine at 6 P.M. Shortened sail
middle part square by took as 2 up in
the Fore Top sail furled the job and
hauling up the sp anken last part
fine employed making Forex to raten
down with so end

Lat 0° 58' South

at 6 A.M.

Long Ship

Jan 17th

First fine employed making forex
middle part fine last part shake
one 2 up out of the Main Top sail took
in the waist Boat to in end employed
sailing on guater sailing in Main
reging saw a large green turtle
in Harbor Beam so end

at 12 M.D. Day
Long Ship

Lat 0° 43' South

S, S, West

Cruising on the Line
G. F. Joy. Com

Jan 18th

First Part fine employed on
Main rigging finished the waist
Boat and put her on the cranes
last part turning in Larboard Main
Top mast Back Stays and fitting
rigging so ends

Lat 0°43'

Long 163°48'10"

Lat 1°35'

South. S. West

Thursday 19th

First part fine employed on the rigging
middle part fine last part turned
the reefs out the Top's sails and set
the Top's sail. Sails on the
Larboard employed pulling down the
Starboard Main rigging saw a number
of Killers so ends

Full and By

Lat 0°35'

Jan 20th

First part fine employed pulling
down making the clacking block straps
Bailing Top's gams at 6 P.M. Shortened
sails and wore ship. Middle part
fine last part fine sheered the reefs
out of the Top's sails and set the
Main Top's sail employed
pulling down the Larboard Main
rigging saw a sun fish so ends

Full and By

Wore " Ship

Lat 0°00'

Jan 21st

First part fine employed pulling
down finished pulling down last at
6 P.M. Shortened sail Middle part
fine last set the Main and Mizen
Topsails and fly jib employed setting
up the Larboard Main rigging so ends

Full and By

Coming in Stays

Remarks on board Ship Columbia of Nantucket
C. F. Joy Com

Jan 22nd

First Part fine employed setting
up rigging finished and set up
the Back stays at 6 P.M. shortening
sail and luffed to the wind
middle part fine last part fine at 6
A.M. set the Top & sent sails and fly
Vib weather fine so ends

Lat
Long 164° 50' 00"

Corrected

N. N. into West

Long 166° 00' 00"
Lat 0° 58' South

Lat 0° 08' South
Long 167° 11' 00"
Come in stays
Heading S. S. East

Monday Jan 23rd

First part fine under all sail at 6 P.
No hands the Main course and
furled Top & sent sails middle
part fine last part fine made all
sails broke out the after hole for
provisions & sent up the barrels
for stowing down between decks began
to coopers, so ends

Jan 24th

First part moderate pleasant
weather employed stowing down
between decks finishing and
stowed off the after hole at 6 P.M.
shortening sail middle part fine
last part pleasant employed
reparing of my Top sail so ends

Full and By

Heading S. S. East

Lat 1° 26'

Jan 25th

First part fine finished the fore
Top sail and bent it at 6 P.M.
shortened sail middle part fine
last part pleasant looking the main
sail and m. T. sail, securing on
quarter scutings on the the Arbore
for rigging so ends

Full and By

At 6 P.M.

Wing Ship

At 4 P.M.
Lat 0° 48' South

Cruising on the Line
G. F. Joy.

Jan 26th Lat

Long 166° 00' 00'

First part warm and pleasant
winds light employed in the Harbor
Fire rigging at 1 P.M. raised a
school of sperm whales
pourt in the harbor low land
and fastened lost him by the
line being fouled in the chocks
of the boat, line parted, whales
went to leeward chased them but could
not get fast come on board, no whales
in sight. furlled the Main sail and
Main Top Galant sail. Middle part
fine rain and squally took two reefs in
the Fore Topsail last part fine with a
fresh breeze lowered the Main sail
shook the reefs out of the Fore Topsail
and set the Main and Mizen Top Galant
sails and W. S. W. wind breaking
double reefed the Topsails furlled the
jib Main sail and spanken so end

Full and B 3
Heaving
North E. by N

Jan 27th

First part fine with strong winds
Middle part fine last part employed
fitting rigging

Full and B 3

Jan 28th

First part fine saw some porpoises
employed fitting rigging Middle part
fine last part kept off 3 points
employed breaking out the run

Wing Ship at 2 P.
Full and B 3

Cruising off Kings Mills Group 1843
C. F. Joy Cox

Jan 29th

Lat

Long 166° 00' 00"

First part fine employed hauling
off the run middle part fine latter
had some rain with squalls of
wind

Courses &c

True and Bp
Lat 1° 35'

Jan 30th

First part fine with strong wind
middle fine latter part employed
rattling down

West
Lat 0° 07' South

Jan 31st

First part fine employed fitting
rigging middle part fine last part
employed in the rigging so end

West
Lat 0° 17'

Feb 1st

First part fine employed setting
up the starboard fore rigging at 6
PM shortened sails middle part
fine last part fine employed in
the rigging saw a school of black
fish low and my boat did not fasten
so end

N. W. Bp South

Lat 0° 42' South

Feb 2nd

First part fine employed rattling
ing down the starboard fore rigging
at 6 PM furled T. G. sails last
part ple as ant. employed rattling
ing down the fore rigging set
up the jib gages so end

S. W. by West

Lat 1° 40'

West

Ship Columbia of Noantua Sit

Feb 3rd

Lat
Long 167° 00' 00"

First part fine ple as ant
to e other 7 attaining during the fine
regging at 6 P.M. 2 cap cut the
Topsails and furling T. U. Sails
and jib middle part fine last
part done. Shook me 2 cap out
the Fire and Main Top Sails set
the Main Sails and jib so end

11th and 13th

Feb 4th

First part fine employed in the
regging middle part fine last
working in the regging

Feb 17th

First part fine raised a school of
whales in company with the E. Starbuck
of Manu. Shot 19 no. out 300 lbs blubber and
fastened skins. Bouts got four line hard
to cut one of her boats lines. Whales
went to wind and pulling up and fastened
got two 1 m. out out of the school.
Middle part fine got up the cutting
gale last part cut them in and cleared
decks so end

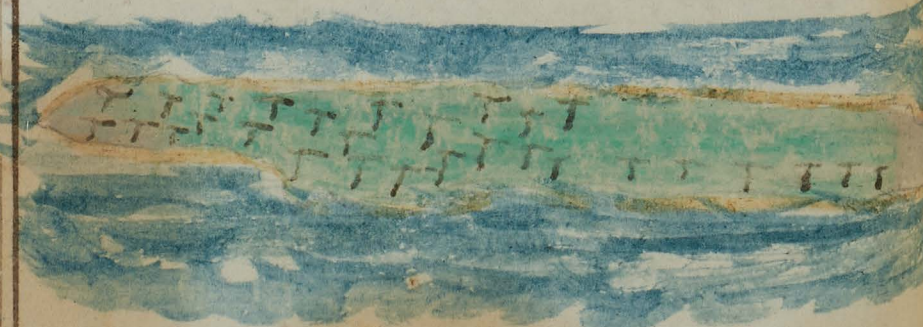
21st

First part fine made the same
last made Byron's Island

Lat 1° 11' North
Long 177° 13' 00"

25th

First part running for the land at 3 P.M.
Hauled back the main yard about 1/2
miles from the land. A number of canoes
filled with natives came off to trade
at 5 P.M. Brought forward and stowed out
to sea



Boeing to the Kings Mills Group

Feb 28th

122X

150XX 9

First part employed coopers in
saw a school of whales low and

and took a small one got him at my side

and got ready to cut in mid air part
from last cut him in, so end

Nothing

March 1st

First cutting up whale at 2 P.M. finished
and began to bring it. And E. from Byrnes
island. Mid air part raising flukes
boring. Last part was a deck so end

Nothing

March 8th

First part of the employees in ships
duty at 6 P.M. Thursday saw a very large
Comet in sight. Capt. made it 41° on
2460 miles long. Last part employees
on ships duty

A very large Comet appeared
this night for the first
time measured by
Nauticus was 41°
in sight nearly a month

March 11th

First part of the men made Perot island
at the air of 2 miles from the land
taking ship last part of the air
so end

Perot island is low
sandy, is covered with
Coconut trees. Inhabited

March 13th

First part of the employees in ships
duty saw a school of Black fish
at 6 P.M. took in saw last part
made Simson island and two
small ones near it a number of
Canoes came off. Laid with the
main gear about a couple of
hours to trading with the natives
at 1 P.M. saw a number of war canoes
standing out to sea

Lat 0° 26' N. Long.

Long 175° 27' 00"

Ship Columbia off King Mills Groups

March 18th

First part fine at 2 P.M. saw
whales two or three. The whales going
to wind and eyes not long coming out
got fast coming in bow and shot and
sail

Lat
Long

19th

First part employed in ships duty
at 12 P.M. raised whale so early

20th

First part fine at 2 P.M. the W. Boat
struck by one got him turned up at 3 P.M.
took him along side and began to cut
last part fine shot the W. Fortune
30 = 400 lbs

21st

First part fine with a few squaws
in company with the Fortune finished
boiling. Middle part squawly last
part fine.

25th

First part fine employed in ships duty
Middle part fine last do. Sending
down oil between decks saw a Barque
harrowing whales we ran off for her at
11 A.M. long down with our boats and
struck by one the iron drew away the W.
Boat fastened and turned him up then
Boats hauled to wind and got the
whale along side and cut in so early

26th

First part employed cutting in Amey
harrowing whales at 5 P.M. turned
up a small one took him along at 6 P.M.
in company of B. Lexington 15 = 250.
last part cut in and cleaned decks

Barque II. returned of
Pleasure 30 = 400 lbs sent
it home from Honolulu
in ship Victoria of
Bourne on the N. U. for
white whale

John McLeod
Off King Mills
V. 2000

II. 21
II. 22

First part part over 27th

First part boiling at 5 P.M. shortening

W. air medium part 7 and last part
shortening & air finished boiling so end

Upon a fine day

First part Coopering bit and stirring
down at 6 shortening & air middle part
squarely last stiff & under shortening
so end

2 sa

First fine with strong & in as fine is
stirring down at 4 P.M. I am 1/2 camp as
to the end, middle part fine last the
same. In a day Pleasant island. so end

3th

From the 24 hours with pleasant weather
at 4 P.M. Pleasant island in the weather
beam 18 to distant last part fine at 12
A.M. I am to be as. so end

4th

First part fine & are in & are strong
but lost him coming in & are last part
saw in ops & its lack at 11 A.M. I spoke
them. The lucky luck of N.B. and I am of
Fair Hare

5th

First part all 3 ships N. and W. and at
5 P.M. I am to be as low end are
6 B. & are. I am to be as low end are
parting coming in & are shortening
sail so end

May: October 19 to 20 1860

II. at 8' 20'

II. on 170° 49' 00"

At 4 A.M. the
ship steady to
at 10 A.M. on
the west

II. 23

Borders for Guam

5th 1st 7th 8th 9th
 In Company with the Sun and
Luce fresh breezes under
 short sail weather fine and

Long 165° 00' 00"

Lat 15° 20' 00"

10th

First part of the employed on ships and
 midday part hauling up the fore
 sail last pleasant made all sail
 bound for Guam distance 900 miles
 strong down the main T. G. sail to
 reefing weather fine with strong
 trade winds and a heavy sea
 so on

Courses. LXXXS

N. W. By W
 The at 9th 31' N

11th

First part fresh trades steering
 four points from S. W. by S. then
 the main Top G. sail and bent it at 6
 P. M. reefed the Top sails and furled
 the main sail. from Guam 800
 miles distance, midday part fine
 last employed bar netting spare
 spars by turning the reef out
 the Top sails lowered the main
 sail main T. G. sail and
 fly by weather fine

N. W. By W
 Distance from Guam
 800 miles
 The at 11° 30' North

13th

First part of the at 6 P. M. shortened
 sail midday part of the last turning
 the reef out the Top sails set the
 Top G. sail and fly by by sea
 the main sail employed scraping
 the mast by painting the starboard
 way head 3000, setting up hooks
 for the Cent

Midday part N. W.
 By last part the reef
 of the point W. N. W.

The at 12° 29'

" of Guam
 13° 31'

Ship Columbia of West Borneo for Guam

14th

First part employed on ship's duty
winch light under all sail

~~LXX~~ 13° 23' North
~~LXXX~~ 151° 00' 00

steaming from 5 o'clock of day at 1 PM
the fore sail middle part fine last
the same employed on ship's duty
the main sail fore and main J. by
sail and fly sail so end then twenty
four hours

Courses & S. & N. & S.

to B. North
It at 13° 23' N.
Guam 13° 21' N.
Diff. of lat 00' 02'

15th

First part fine at 9 PM finished
the fore and main J. by sail middle
part square of under the main J.
by sail last part fine employed,
mending the fore sail so end

West
It at 13° 42'
13° 21'
21'

It on 152° 32' 00
Guam 144° 20' 00
8° 12' 00
60
492 miles diff. It on

16th

First fine employed on the fore sail
finished and bent it, middle part
fine last the same under all sail
so end

Diff from Guam 300
It at 14° 12' North
by east

17th

First part pleasant under all sail
middle part fine last part fine
employed clearing ship at 10 AM
in a day to rotan Island a small
and in habitation only so end

to B. South
rotation Island and
ship all in habitation only
six miles from Guam



Bonds for Guam

18th

Lat 13° 21'

Long 144° 20' 00"

First part fine at 1 P.M. making
the island of Guam, standing in for
land under all sails at 6 P.M. Shifting
sails and taking ship land under
our lee spoke the Massachusetts of Mount
20 me out 900 lbs S. Oil. so end

Free area B
Guam as large island
surrounded by coral
reefs is inhabited by
a mixture of Spanish
and

19th

First part squally at 2 P.M. comes to
anchor in the harbor of Guam in
company with 8 ships furled the sails
washed the benches and stern last part
began to break out to cooper oil

20th

First part fine employed coopers on
the Young Phoenix Valley for Limite
Bay. The Henrietta of London came to
anchor in the harbor so end

21st

First part fine. Coopers on the Susan
of New Bedford came to anchor
last part fine.

22nd

First part fine finished coopers and
washing decks the Matilda of London
came at anchor. The Minerva left for
Limite at last part Painting ship tan
ing down Boat ing. work

23rd

First part working and painting ship
the E. Starbuck and Oregon left
for Limite at last part on shore so end

The going in Guam

24th 25th 26th & 27th

Starboard watch on ships duty. Starboard on Liberty watch
Came on board at sun down so ends

28th 29th 30th May 1st

Starboard watch on ships duty Starboard on Liberty came
on board at sun down so ends

2nd & 3rd

Employing working stowing potatoes setting up shooks
Two Cat-fall came to ends

3rd

First part fine setting up shooks for water went to
Tuan with the Boat & returned at sun down so ends

5th

The aft for limatang for water

6th

First part came to anchoring in limatang Bay further
the sails in company Chas Trece with of R. B.
sent a raft of casks on shore filled and got them
in at 5 P.M. so ends

7th

First part getting off water Potatoes by last part
got under weigh so ends

8th

First part arrived off the town sent a boat on shore
so ends

9th - 10th

Lying off- Anchored in company with a number of
ships.

11th

Capt. Came on board. Anchored in anchorage and steamed
out to sea

Ship Columbia at Sea May 21st.

First part fine at 5 P.M. made the Bonin islands
3 boats in the weather bar. made north island and
stood in for the land three ships in sight so ended

22nd

standing in for the land & several ships in sight
signaling the ship to S. of Point Bunt. went on shore
with the Capt for recruiting so ended

23rd

4th of recruiting boys. Last part went to sea

24th

First part fine & clearing both a sail ahead with
her main yards a back. gamely with the Champion
of England turned 21 m. 900 lbs. S. V. saw Black fish
Hogues a Heggan gave him vent 49. so ended

25th

Lowered for whales chased 4 hours, without success

27th

First part fine at 2 P.M. raised whale lower
and struck a 60 lbs one fast to him until sun set
and had to cut. a number of ships in sight
chasing whales. so ended

June 9th

First part fine with moderate breeze watch employed
mending the Mizen Top sail at 3 P.M. in bending it carried
away the top sail gave at 4 P.M. & raised sperm whale
lower and struck me got him along side at 6 P.M.
shortened sail and got ready for cutting in evening
last part fine employed cutting in whale

41
Off the Bonin Islands

June 10th

First part light rain with misty weather finished cutting and began to boil. Middle part boiling last part employed in making a mizen top sail yard at 1 P.M. raised whale lower and killed one and got him along side and cut him in so early

June 11th

First part cutting in and cutting up blubber last saw a school of sperm whales lower and got a small one and got him along side at 12 am. Made forty bl

June 12th

First part fine with moderate rain employed boiling and cutting in a whale last part raining all hands employed clearing decks

Tuesday 13th

First fine with moderate rain employed boiling middle part stormy last part stormy finished boiling

14th

First raining with squalls of rain finished boiling and washed the decks. A sail on the weather beam last part saw a school of whales chased for hours without success in company with the Sars of Fairbury

15th

First part raining saw whale lower and killed one got along side at 1 P.M. shortened sail and broke out for shrouks struck down the Re. Middle a gale of rain whale along side last part cut him in

16th

First blowing heavy and ragged sea saw whale lower and struck one lost him by iron drawing came on board and began to boil middle boiling booby last part saw whale giving eyes out to wind and did not lower finished boiling at 2 P.M.

47 1883

Ship Columbia off Ponoy Island

June 17th

First part empty, Coopering oil in cedar part the same

June 18th

First part blowing strong at 4 P.M. saw whales leaping and killing one got along side at 9 P.M. shortened sail and set the watch in cedar part strong winds lashed the oil whale lying along side

26th

First part fine with light breeze sail on the weather beam in cedar part fine last part saw whales leaping and killing one got him along side at 10 A.M. began to cut him in

27th

First part fine with light breeze finished cutting began to boil in cedar part boiling last part saw whales leaping and chased a school without success came on board and washed decks & vessels

30th

First part fine with strong breeze saw whales leaping and killing one got him fast along side at 5 P.M. kept off for the boats in cedar part fine latter part lying with whales along side began to cut in

North Pacific Ocean July 1st

First part the weather saw whales leaping and killing two 50 lbs ones got along side at 3 P.M. began to cut one boy in at sun down in cedar part fine empty boiling last part finished cutting in, commenced to cut up blubber

July 2nd

First part boiling and cutting blubber had several squalls of wind and rain last part breaking out for coals and boiling No end

3rd 4th

Employed stowing down oil
130 lbs

Dr. Japan

Thursday July 16th

First part calm with fine weather, employing staving down last part raised a whale close to board landed down and killing him got along side in forty five minutes by the stave yard.

7th B & C

The m/s by cutting in and boiling

July 29th

First part fine with strong breeze at 5 P.M. saw a seal on the bar kept off and spoke her. the B. B. Brothers. Landing 24 mo out 1500 lbs S.O. Capt. DOR went on board last part made Ormsby's Peak. Causing the rock & berg tall slim one standing alone in the middle of the ocean no surrounding & round it to one.

July 30th

First part strong breeze saw a Bark on the beam passing Ormsby's Peak distance of 3 miles middle part fine at 12 lacking ship last part fine the people eating all hands employing taking ship to end.

Lat on 140°55' Long at 29°49' N July 31st

First part fine pleasant weather at 6 P.M. furled the main Top Galant Sail and main Sail Ormsby's Peak on the beam.

Aug 1st

First part fine steaming fine and by heaving E. N. E under Short Sail Ormsby's Peak on the quarter bearing W. N. W. watches employing on staving jobs on deck five dollars of crew for a whale. Middle part at 6 P.M. Shorten a Sail last Lat on 140°55' 00" part at 5 A.M. raised a school Lat at 29 28' 00" of sperm whales lower and passed to wind and the whales milled to leeward we fastened to one killing and got along side at 9 A.M. began fanning and ran to leeward for the other boats got on board 11 1/2 hours put up. Culling, fairs and began to cut

On Japan Bound Eastward

Aug 2^d

First part fine employed cutting in finished and began to boil & raised a school of whales going to wind and eyes out set the main T. Sail shortly the reef out the main Top sail run of for them till sun down raised St. Peters Island at 7 P.M. set the watch for the M. T. G. Sail midday part fine boiling out blubber last part fine finished boiling and washed decks while in a 20 bl

Aug 3^d

First part fine employed Coopering in and sundry other jobs saw Ormsby's Pack on the beam sail on the quarter at 6 P.M. Hauled up the mainsail and long ship midday part.

fine last part the same. Lat at 30° 00' Lon 140° 55' employed scraping the waist St. Peters Island on the beam ship on the beam repaired the jib and bent it to end

Aug 4th

First part fine calm weather rather warm for comfort employed scraping the waist finished and painted St. Peter on the quarter midday part fine last part the same employed painting ship and sundry jobs in the rigging land on the quarter bearing west weather. Wind with a dead calm Lat at 30° 20' N

Aug 5th

First part warm pleasant weather clearing fall and By employed painting ship and sundry small jobs midday part fine with a dead calm last part the same started down on between decks and wet hole nothing in sight but a large number of sharks. Ship back Albers Bay Holland

Lat at 30° 40' North

Japan $141^{\circ}00'00''$ East

Friday Aug 6th

First part hot sultry weather not a breath of wind
 occurs a ripple on the sea watching employed some
 way some knocking most sitting down sucking
 things through working for whaling a number of sharks
 found at 7 P.M. between 9 o'clock they farced in a day
 part fine last part still calm and likely to be so
 No One

Aug 7th

First part fine calm weather rather to hot, steering fine
 and by at 4 P.M. raised a school of whales lower and
 chased them three hours with out success came
 on board stood along on the wind middle part
 fine last part fine with a fresh breeze broke
 out the fore hole for breeze employed in Sunday
 job saw 9 Grampuses in the bay



Aug 8th

First part fine with a light breeze employed in
 painting ship raised a school of Grampuses
 middle part fine with a fresh breeze last part
 raised a school of whales four points on
 weather now heading as we steamed at 9 A.M.
 the whales on the weather quarters tackled
 ship lowered and took me got him along side at 11 A.M.
 and began to cut in weather fine with a fresh
 breeze and heavy sea so end

Ship Columbian 23 m. out.
 12 1/2 m.
 S.W.

Aug 9th

First part fine pleasant weather employed in cutting
 bay finished and began to bore raised bleached three
 points on the leeward run of the six bars for them
 become very cloudy clearing during the topsails and down
 2 up the things. Middle part finished cutting up the
 employed in boring last part finished boring and
 observed weather pleasant but heavy wind and sea
 so end these 24 hours

On Japan Bound Eastward

Aug 10th

First part fine & took the tops out the Toppers
 And loosed the mainsail, washed decks & mended
 part fine & secured the gear some last pleasant
 And more moderate loosed Main Top & Sail become
 Calm hauling up the Main Sail Fore Sail and Spanker
 covered down the Mizen Toppers and Main Top & Sail
 and hauled down the job Employed is Sunning small
 jobs & tending

Thursday Aug 11th

First part fine Calm weather
 Employed in Sunning small jobs & tending up iron & changing
 the rigging and for tending the Rig & mended part fine last
 part very hot weather not one ^{13"} breath of wind Employed
 repairing the Main Sail & nothing in sight but a number
 of sharks so one

Lat 30° 08' North

Thursday Aug 12th

First part fine with a light breeze Employed
 mending the Main Sail finished and bent it mended part
 fine last part fine dead Calm weather not a breath of
 wind broke out the starboard side of the Fore Hole. Coopers
 oil and began to stow down oil, saw a Carcass on weather
 quarter a school of Grampus to be seen a great many
 sharks found so one

Saturday

Aug 13th

First part fine weather dead Calm Employed
 stowing down oil finished with blocking off, finished an
 stowed off, and washed decks a school of Grampus
 in sight mended part last part fine Calm weather
 so one the day

Ship Columbia on Japan Run Eastward

Sunday Aug 14th

Lat 30° 18' N

First part fine with a fresh breeze
all hands employed reading writing &c. at 6 P.M.
furl the Main Sail & gear & come on at 7 P.M.
furl the Main Top 4 Sail and haul up the
Spanker in middle part of the last part the same with
a fresh breeze employed setting up the Fore T. Gaunt
rigging and other small jobs, lower the Main Sail
Main T. G. Sail on the luber in opposite tack & raise
Breaches on the luber & haul the Main Gages
and Mizen Topsail and ran off ten 10 A.M. saw nothing
more left to the winds so on

Monday

Lat 29° 38' North

Aug 15th

First fine pleasant weather employed
by Sunday & small jobs sail on luber quarters
in opposite tack, light winds at 5 P.M. stowed
down empty Casks in the Main Hatch and
cleared off the decks in middle part of the latter
part of the day with a light breeze employed repairing
the Fore T. G. Sail so on this day

Come in stay

Tuesday

Lat 29° 40' N at 1 P.M.

Aug 16th

First part fine pleasant weather
steering full and by heading N. by
East employed repairing the F. T. G. Sail finished and
stowed it in the sail pen at 6 P.M. furl the Main
Sail and Main T. G. Sail double reefed the Fore and
Main Topsails and Vinged & reefed the Mizen Topsail
in middle part of the last part shook the reefs out of the
Topsails lower the Main Sail and Main T. G. Sail
haul a square of linen and rain cleared up the
Fore Topsail & raised breaches four points on the
lubber & ran off. Whales bound to wind and eyes not
luffed to the wind whales went off to wind and

WIND N.E. BY E
HEADING S.E. " S

48
Ship Columbia my Day

Employed in mending small jobs took down the Larboard
over heads boat to repair, No nothing in sight so end

Tuesday

Aug 17th First part fine and pleasant with the
exception of a squall in two places the boat on her
bearing passed a school of Killers lowered the waist
boat but did not succeed in getting fast came on
board and took ship at six bells PM came in stay
reading N.E. by E. under all sails became squally & lurled
the Main T. G. Sail and reefed the Fore and Main
Topsails at mid night fair pleasant weather shook
the reef out the Fore topsail and lowered the M. T. G.
Sail last part fine shook the reefs out the Topsails
Employed repairing the Larboard over heads boat saw
a school of Killers and in the Back broke out the
Main Hatch and started a cask of bread so end
this day

Wednesday

II at 31.44

Aug 18th First part fine pleasant weather Employed
repairing Boat stowing off the Main Hatch by
raising the hatch and finished the boat and put her
on the bearing at 6 PM. set the watch stow two
watches last part fine pleasant weather Employed
in mending small jobs broke out the Fore & Main
old junk took the screws off so end

Friday Aug

19th

First pleasant weather no wind but a
few Cat paws to be seen on the sea Employed
cutting up, old junk for Oaken a number of shunks
round the ship last part fine Calm Employed painting
the Larboard over heads boat mending jobs in the rigging
Coal Taring the bones picking Oaken & so end

48

Driving to the Eastward

Wednesday

Lat 29° 47' N

Aug 19th " First part fine pleasant weather, heavy
a breath of wind employed in hauling the Bunch
picking oakum painting the Boat & wind breath
Hauled aboard the Fore and Main Tacks at 8 bells
Coming on stays exceeding V.E. at 5 P.M. Tacked again
E. by North. Middle part fine pleasant weather with a fine
breeze last part the same so ends

Thursday

Lat 29° 09' North

Aug 20th First fine with a fresh breeze steering full
and by heading E.S.E. middle part squally
hurled the Main T. & G. Sails last part a stiff breeze before
the Topsails, but not under stowed off so ends

Friday

Long 146° 11' East

Lat 39° 39' N

Aug 21st " First fine with a fresh breeze steering full
and by heading N.E. by North at 6 P.M. furlled
the main sail & hauled up the spanker and set the
Main stay sail Middle part squally unpleasant
weather furlled the main Top sail & furlled the jib and
set the mizen stay sail last part more pleasant
with a heavy breeze and sea washed the decks and
set the jib stowed the main stay sail and set the main
sail employed in picking oakum & so ends the day

TUESDAY

Lat 145° 30' 00" W

Lat 30° 32'

Aug 22nd First fine with a heavy breeze and sea
shook the reefs out the Fore and Main Top sails last part
fine & as a school of whales on the beam at 5 A.M.
lawrence and struck the one the other boats fastened
and succeeded in killing him got him along side at 6
A.M. also caught a squid 10 foot long got up cutting
fals and began to cut. East of the head and kept
on the gun so ends
Drew 12 feet the one
Plucked 10 feet wing

Ship Columbia on Vape an

Aug 23th

First part cutting in finishing and cut it up. Middle part began to boil and cutting in the finishing the head and began to boil last part employed boiling so on

Heat 30 35

Aug 24th

First part fine calm weather employed boiling saw a school of Grampus in the bay middle part fine finishing boiling last part fine calm hot weather employed in Sunday & on day job saw breakers on Starboard side ran off. Saw nothing more so on

Heat 33 37

August 25th

First part fine pleasant weather heading N. B. V. Working before the wind employed in Sunday job starting a Cask of water and drew some oil as great many sharks seen the current

Saturday Aug 26th

First part fine with a light wind from the west employed in doing nothing and helping catch middle part fine latter part with hot bent the Fore top mast standing sail and set it to the

Sunday Aug 27th

First part moderate wind from the west course E. S. E. Corps in setting up shrouds middle and latter part fine so on the day

Monday Aug 28th

First part fine with a moderate breeze course E. S. E. took in the Fore top mast standing sail latter part fine set it on the Starboard side and braced the yards so on this day

Went out evening to the wharf

BOUND EASTWARD

 Lon
 Lat

Tuesday Aug 29th

First time with moderate breeze. Crew
 E. by S. Employed fitting Top G. Jaws. Middle part latter
 part Employed stowing down the between decks. Jaws. When
 breaking rain off lower and struck one got the
 Starboard boat ready stowing. Can there line out the Starboard
 Boat fastening the waist boat picking up the stern board
 crew and went for the ship. Met the Capt. he took
 the men the boat soon after got fast. Heaving. And
 got him along side at 1 P.M.

Wednesday 30th

First time with moderate breeze. All
 hands Employed cutting in whale and then set the keel
 off and shoring. Vail lower part by the whale
 latter part strong breeze Employed cutting fence
 and Bailed the case so crew

Thursday Aug 31st

First part squally with strong breeze
 and heavy sea. Middle part Employed boiling. Last
 part breaking but the fore hole for casks and shanks

Friday Sept 1st

First part strong breeze. Closed 2 up. The
 main Top sail furled. The main Top sail as heavy
 snow set from the North. Latter part blowing heavy took
 in the fore sail. Latter part finishing boiling at 4 P.M.
 and washing decks. Hoisted up the Starboard boat. Set the
 main stay sail so crew

52
Ship Columbia in Japan
" 1853 "

Saturday Sept 2nd

First part blowing strong with a squall of rain and heavy sea running. Ship heading East we saw a Bark in weather bow in the same track. Latter part moderating fast set a double reef in fore and main Topsails. So only this day.

Sunday 3rd

First part fine with a strong breeze and heavy sea. Employed fitting boats lines &c. Latter part blowing fresh took in the fore sail down reefed the main Topsail. Weather fair and unpleasant so only.

Monday 4th

First part squally with strong winds and frequent showers. Ship lying under short sail. Latter part fine pleasant weather took in the starboard boat and put a keelson.

Tuesday 5th

First part fine with moderate winds weather employed in ship's duty. Middle part fine last part began to blow down here in the fore hold.

Wednesday 6th

First part fine with light winds all hands employed stowing down the fore and middle part fine latter stowing down the saw pumps so only.

Thursday 7th

First part fine steering S.E. all hands employed stowing down the fore hold at 7 P.M. and in the fore hold. Capt. employed in encasing the barbed boat so only.

24 hrs but 1450 lbs S. Oil.

On Japan

Friday 8th

First part fine with moderate winds Employed mending boat. Saw jumpers ahead and to the beam. Midday part fine. Latter part saw fin backs so ends this day.

Saturday 9th

First part fine with light winds. Course & employed in stowing & mending. Midday part fine. Latter part saw jumpers.

Sunday 10th

First fine with a fresh breeze. Fin is here mending the stern boat. Saw breaches on the bow. Midday part fine. Latter part fine so ends this day.

Monday 11th

First part fine pleasant weather with a light breeze. Midday part fine. Latter part fine with a fine breeze. Sent down the Fore Vais to repair so ends.

Tuesday 12th

First part fine with a moderate wind. Employed repairing fore sail finished and bent it. Saw a spout of water to be fin backs. No whales are gone to pot - 24 m but 1450 lbs of sperm oil. Can not tell as long as we ever get home on the line then on this old ground again then home from ship. Oh! I wish I was a Green.

13th

First fine with light winds. Watch employed in stowing jobs. Midday part fine. Latter part filling rigging so ends.

14th

First fine with a fresh breeze at 4 PM saw a sail ahead. Midday part tacked ship and doubled. Tacked the Top sails. Latter again.

ON JAPAN

Sept 24th

First part lying to under short sail with a fresh breeze at 4 P.M. set the Fore sail a ship on the beam middle part strong breeze latter part fine weather with a rough sea and strong winds. Saw a ship chasing whaler kept off for her at 10 A.M. the Boats of the C. H. S. & S. came along side having lost the run of the whaler. at 10 1/2 A.M. we lowered and chased without success coming on board saw a sail to windward

25th

First part strong winds with a rough sea at 2 P.M. lowered again with the C. H. S. and chased four hours without success the Mate of the C. H. S. had his boat capsized trying to sail with our boats foolish man to attempt such a thing latter part C. H. S. on weather quarter tacked and stood for her

Oct 23rd

First part running with strong winds from the West Course E. N. E. took in the Mizen Top sail closed & reefed the Fore. Middle part set the Mizen Top sail and set the M. T. G. sail, but a double reefed topsails at 5 A.M. saw a sail on Starboard quarter standing the same Course last strong winds with a heavy sea

24th

First part squally with a strong wind steering E by North sail on Starboard but on same Course middle part squally with a plenty of wind last part shortens sail to end

Orders for Stores

Monday Nov 1st

First part fine with light winds steering East South East. Employed painting ship last part got the Anchors on to the blocks

Nov 2^d

First part fine with light winds Course S.E. Watch Employed Coal taring &c. Middle part fine with light breezes latter part set the Fore T. Steading sail. Broke out for 4 P.M. B. so on.

Nov 5th

First part fine with fresh trades Course S by E distance 95 miles from the East end of New Middle part squawly laying off land on the Harbour at 5 A.M. made sail and stood in to the passage came to an anchor in company with thirty other craft struck eight bells and went to stow away some grub so on.

Nov 7th

First part fine furlled the sails and cleared decks gaming &c. Middle part fine all night in last part washed the benches filed some casks for a raft of water

Port of the Chain Mooni

Nov 7th

First part employed setting up Fore stay starting water &c. last part sent out Fly Jib Boom painting yards Stern &c.

Nov 8th

Getting off water painting and caulking ship. Starboard watch on duty.

LIVING in Port

— " — " — " —

Nov 8th

First part getting on water and painting ship
middle part fine latter part Larboard watch on shore
Starboard on ships duty so end

Nov 10th

First part employed Coasting the Bends
middle part fine latter part employed caulking and
Coasting the bends

Nov 11th

First part fine the Starboard watch on liberty
middle part fine last caulking &c so end

" 12th

First part fine Moderate weather Larboard watch
on Liberty Starboard on ships duty middle part fine
latter part getting of recruits

13 and 14th

Several ships gone to sea watch on shore

15th 16th 17th 18th

Watch on shore &c last part in getting
off a raft of water was lost 13 Casks being sunk and
unable to tow them against the current they went to
sea middle part fine last part sent a raft on
shore for water

19th 20th 21st

Employed getting off wood water
and recruits

22 " Fine weather clearing decks and getting ready
for sea

Ship Columbia at Moore one of the Sandwich Isles

Nov 23th

First employed stowing away wood got under way with a number of Passengers for "Wharfedale" last part off Honolulu then the Peruvian of St Johns was riding at anchor

24th

First lying off and on the Capt on shore with two boats and passengers latter part lying off and on

25th

First part lying off and on middle took up the boats and made sail steering S by E by latter part all hands employed setting up rigging Blacking chain

26th

First part fine weather with a light wind course S. by E by all hands employed Blacking chains and slaving them below middle part strong breezes the land on the Larboard quarter distance ten miles off latter part finished blacking the chains and washed decks

Monday 27th

First Part fine with strong breezes took in the T. & L. Sails and Fly jib middle part fine latter part employed setting up the rigging so end

Dec 23th

First part with strong breezes heading S E middle part fine latter part took in Main Sail and jib

Ship Columbia the best ship in the Pacific Ocean 26 mo but 1500 lbs Sperm Oil

List of Ships going to Norway From July to Dec

Names		143	Capt. & amt of ore
Ship	United States	Nant	Capt. South 22 No ore 900
"	Adeline Gibbs	F. H	" Baylis 26 " 1200
"	Matilda	London	" Bliss 29 " 700
"	E. Starbuck	Nant	" Biglow 25 " 600
"	Nantucket	do	" Gardener 32 " 1200
"	Three Brothers	"	" Mitchell 28 " 1200
"	Foster	"	" Wing 27 " 900
"	Alex Coffin	"	" Cogswell 38 " 2000
"	Monticello	"	" 27 " 1700
"	Charles & Henry	"	" Coleman 34 " 600
"	Wm Hero	"	" Chaney 25 " 400
"	Young Hero	"	" Brock 18 " 650
"	Ohio	"	" Smith 28 " 1800
"	Montana	"	" Cowan 24 " 900
"	Narragansett	"	" Coffin 24 " 1400
"	Harrison	N. B	" Smith 27 " 1150
"	Panther	do	" Taber 28 " 850
"	Panther	F. H	" Borden 11 " 1950 W
"	Champion	Edgartown	" Peate 27 " 1200
Bark	Damon	Newport	" Potter 12 " 300
"	Caroline	Sidney	" Hunter 14 " 530
Ship	California	N. B	" Tharver 17 " 1300
"	Chas Frederick	do	" Allen 17 " 1000
"	A Barkley	Bremen	" Fish 32 " 2700 W
"	Peruvian	St Johns	" Brooks 24 " 800
"	Columbia	Nant	" Sly 26 " 1550
Bark	Henrietta	London	" Henderson 26 " 400
Ship	Cassander	Prov. R. I	" Dennis 24 " 350 S 1950 W
"	James Newman	F. H	" Cushman 31 " 1600 S 1300 W
"	B. Gothland	Falmouth	" Russell 42 " 1600 S 600 W
"	Sleight	Ry	" Labana 26 " 2900 W
"	W. Penn	Falmouth	" Lincoln 22 " 650 S 1000 W
"	York	Edgartown	" Peate 23 " 700 S 3000 W
"	Montpetion	N. B	" Taber 18 " 1000 S 2000 W
"	Cambridge	do	" Hardin 8 " 350
"	Elisabeth	do	" Eastham 24 " 600 S 800 W

Continued

" Armata	" N. L.	" Hull	" 12 "	200 S.	2700 W
" Pacific	" N. B.	" Lovett	" 12 "	220 S.	1400 W
" Sp. Howland	" " "	" Cox	" 10 "	150 S.	2400 W
" Huntress	" " "	" Taber	" 24 "	550 S.	2550 W
" W. Thompson	" " "	" Ellis	" 10 "		900 W
" Nile	" " "	" Cook	" 27 "	1200 S.	550 W
" Averick Heincken	" Bremen	" Schneider	" 11 "		1400 W
" Logan	" N. B.	" Stolt	" 15 "		2700
" Envy	" Prov R.I.	" Fisher	" 24 "	300 S.	3200 W
" Erie	" F. H.	" Leue	" 32 "	1100 S.	1650 W
" Routsuff	" N. B.	" Cox	" 22 "	650 S.	1200 W
" South Boston	" F. H.	" Crowell	" 10 "	150 S.	1050 W
" Union	" N. B.	" Hachewy	" 24 "	1200 S.	1600 W
" St. Caridad	" " "	" Stewart	" 14 "		2400 W
" Tom Lee	" New Port	" Gifford	" 37 "	600 S.	1100 W
" Milton	" N. B.	" Lewis	" 15 "	150 S.	2050
" Hercules	" " "	" Kicketson	" 17 "		350
" L. C. Richmond	" " "	" E. A. Lee	" 27 "		1900
" Hope	" " "	" Robinson	" 24 "	300 S.	1500 W
" Balance	" Prov R.I.	" Reed	" 23 "	180 S.	2620 W
B. Wade	" N. B.	" Vliet	" 38 "	900 S.	1250 W
S. Mozart	" Bremen	" Fisher	" 10 "	120 S.	1900 W
" John	" N. B.	" Parker	" 35 "	700 S.	1000 W
" Maria Theresa	" " "	" Taber	" 14 "	75 S.	2000 W
" Amethyst	" S. H.	" Horgan	" 10 "		3000 W
" Alcides	" " "	" Payne	" 12 "	110 S.	2500 W
" C. Drew	" N. B.	" Cary	" 14 "	240 S.	2650 W
B. Fenton	" Poughkeepsie	" Howland	" 26 "	600 S.	1300 W
" Kay	" N. B.	" Smith	" 45 "	30 S.	1000 W
" Roanoke	" Greenport	" Case	" 11 "	100 S.	1300 W
S. Lucy Ann	" Wilmington	" King	" 22 "	300 S.	1200 W
" Bingham	" Mystic	" Eldridge	" 13 "	175 S.	2150 W
" Mercury	" Stonington	" Gray	" 14 "	50 S.	1800 W
" Legions P	" do "	" Pendleton	" 22 "	60 S.	2200 W
" New Straupe	" N. B.	" Sney	" 23 "	150 S.	3450 W
" Newark	" Stonington	" Pendleton	" 23 "	75 S.	2300 W
" Friendship	" F. H.	" Taber	" 21 "	250 S.	2400 W
" Hell or Hell	" N. L.	" Rice	" 14 "	250 S.	2750 W

Continued

Names

" Franklin	" S. G.	" Jalsey	" 26	200 S.	2800 W
B " Martha	" T. H.	" Hammond	37	1050 S.	1250 W
S " St. Aster	" Hart	" Pinkham	44	1300 S.	800 W
" Kimzey	" N. B.	" Sherman	10	120 S.	1500 W
" Schigby	" " "	" Taber	11	150 S.	2500 W
B " Pioneer	" " "	" Tallman	11	80 S.	1550 W
S " Norman	" " "	" Barker	15	200 S.	2550 W
" Marcia	" " "	" Mosher	20	1000 S.	2700 W
" Geo Susan	" " "	" Howland	23	1400	
" Indian Chief	N. London	" Skinner	11	110 S.	2450 W
" Stephen	" " "	" Hart	12	80 S.	2130 W
" Sophia	N. B.	" Taber	11	80 S.	1800 W
" Conrad	" " "	" Norton	23	100 S.	2400 W
" T. Williams	Stonington	" Manwaring	15	150 S.	1950 W
" Carter	N. B.	" Hammond	15		700 S
" Ocean	Hartford	" Parker	34		1400 S
" Yolanda	N. B.	" Smith	27	750 S.	1600
" R. Bedford	" " "	" Crowley	42	1450	Bound in China
" Elisabeth	" Salem	" Stealy	32	1300	
" Levi Starbuck	" Hart	" Ryce	28	700 S.	to Iceland
" Wescott	" S. H.	" Smith	22	2400 W	
" Portland	" " "	" Paine	14	2300 W	
" Mottersey	" N. B.	" Maunby	9	165 S.	1950 W
" Callao	" " "	" Norton	11	200 S.	1800
" Julian	" " "	" McKay	22	230 S.	2800 W
" Hudson	" S. G.	" Rickerson	12	2500 W	Bound Home
" Atlantic	" Bridgeport	" Steele	13	60 S.	1600 W
" Saml Robertson	" N. B.	" Warren	24	1000 S.	400 W
" Europa	" Bremen	" Fitch	15	1750 W	
" Mechanic	" N. Port	" Pratt	12	250 S.	
" Draper	" N. B.	" Lawton	17	350 S.	1900 W
" Bramer	" " "	" Whitehead	21	250 S.	600 W
" Augusta	" " "	" Davis	15	750 S.	
" Belaney	" " "	" Manchester	23	1150 S.	
" Japan	" Nant	" Tilden	25	1250 S.	
" Harvest	" " "	" Gardiner	37	1400	
" B. Hush	" Warren N. B.	" Gifford	26	900	

Continued

S. " Obed Mitchell	" Hart	" E. Coffin	25 " 1000 S
" Russell	" K. B	" Stace	28 " 500 S.
" Triton	" " "	" E. Kuse	17 " 450 S.
" Midas	" " "	" Parker	17 " 80 S. 2300 m
" Rusknet	" T. H	" Peate	33 " 950 S. 750 m
" Co. Hamlet	" K. B	" Cole	13 " 300 S. 1700 m
" Ed. Cary	" Hart	" Toly	24 " 1000 S.
" Martha	" Liverpool	" St. Port	23 " 1500 S
" Co. Henry	" F. Haven	" Benjamin	28 " 750 S
" Mosala	" Warren	" Mosken	14 " 400 S 140 m
" Co. Scott	" Hart	" Blunden	36 " 1200
" Martha	" Hudson	" Whelan	27 " 500 S. 2400 m
" Susan	" Hart	" Russell	22 " 500 S
" Mary Mitchell	" " "	" Lawrence	13 " 750 S
" Clifford Wain	" T. H	" Craven	30 " 1400 S
B. S. Cater	" Warren	" Martin	14 " 450 S
S. Wm. & Eliza	" K. B	" Rogers	48 " 140 S 900 m
B. Lexington	" Prov. R. S.	" Hayes	22 " 450 S.
S. Triton	" Warren R. S.	" Sanders	21 " 130 S 1750 m
" Susan	" K. B.	" Howland	29 " 800 S
" Vineyard	" Edgartown	" Crocker	36 " 900 S
" Mary, Fluey	" K. B	" Crocker	36 " 50 S 2450 m
" Fortune	" Plymouth	" Almy	37 " 450 S.
" Com. Peck	" Lyme	" Luddell	14 " 80 S " 1000 m
" Carter	" K. B.	" Lucas	23 " 1000 S
B. To Anger	" London	" Greene	39 " 1400 S
S. Addison	" K. B.	" West	29 " 950 S
" Pallidus	" " "	" Stillson	30 " 1200

Whole number of Ships 139
 Sperm Whalers 59 Ships
 Averages to each 307

Amount of S Oil 81, 880
 Amount of O " 142,940

Right Whalers 79 Ships
 Averages 1272
 for the season on Japan

Ship Columbus for the Line

Dec 29th

Lat at 9° 25' South

First part fine wind with a few squalls employed in mending small jobs. Began to make a spun yarn machine. Cleared up the main Top Gaint sail. Middle part squally latter part wet hole and started a rash of water. Weather being and unpleasant heading East by South so ends

Dec 30th

First part squally and unpleasant employed in mending small jobs. Saw the school of Blackfish on the Beam. Middle part squally last part fine with a few squalls started a Bl of Pork so ends

Sunday Dec 31st

First part fine with a fresh wind and heavy sea steering full and by heading S.E. ast for the Line not as sport been some since we left port have to go on the R. to get small Potatoes and few in a bin this evening make a four years bouge of it get of so go it say. I'll hold your Bond. home sick as a dog to night thinking of home east. the last day in the year my eight hours on deck this night shall watch the old gear out and the new one in in hopes to be bound by next new year. Middle part heavy squalls furled the main sail. latter part fine but squally set the main sail and main Top Gaint sail so ends the last day of the year 1843 Lat at 5° 25' North Lon 126° west

For The Line
~~11 13 11~~

/44



January 1st 1844

~~11 13 11~~

First part fine with a few squalls sent up the main
 Tallyard and middle part squally furling the main sail
 and jib Clouds & repairing the main Top sail latter part
 fine shook the reefs out the Top sails set the main sail
 jib and Fly jib sent up the fore Tallyard gear grinding
 so ending day so ends

Lat 4° 51' N Lon 125° 00' west

Jan 2^d

First part fine pleasant weather set the fore
 and main Top & sent sails become squally took in the
 Top & sent sails and Fly jib middle part fine with
 a few squalls last part fine employed repairing the
 old main Top sails so ends

Lat 4° 40' N Lon 125° 00' W

Jan 3rd

First part fine pleasant weather employed
 repairing main Top sail middle part fine with a
 few squalls furling the fore and main Top & sent sails
 latter squally employed repairing old main Top
 sail bent new main Bluntines saw a large Bone shark
 at 8 hrs Come in stays

Lat 4° 25' N Lon 125° 00' W

Line

Jan 4th

First part fine pleasant weather employed in mending. Main Top sail finished it mended part fine latter part fine went down the Fore sail to repair set up. Fly Sir Martin gill caught some Albacores by way of an stand one Fiddle offered to any one that will raise a whale look sharp it smelt whaling so end

Lat 125° 00' W Lat 3° 55' N

Jan 5th

First Part fine pleasant weather employed in repairing. Fore sail finished and bent it 28 m out from the center. Middle part fine with a fine morning latter part fine but hot employed in Sunday small jobs so end

Lat 3° 07' W Lat 127° 20' W

Sunday 6th

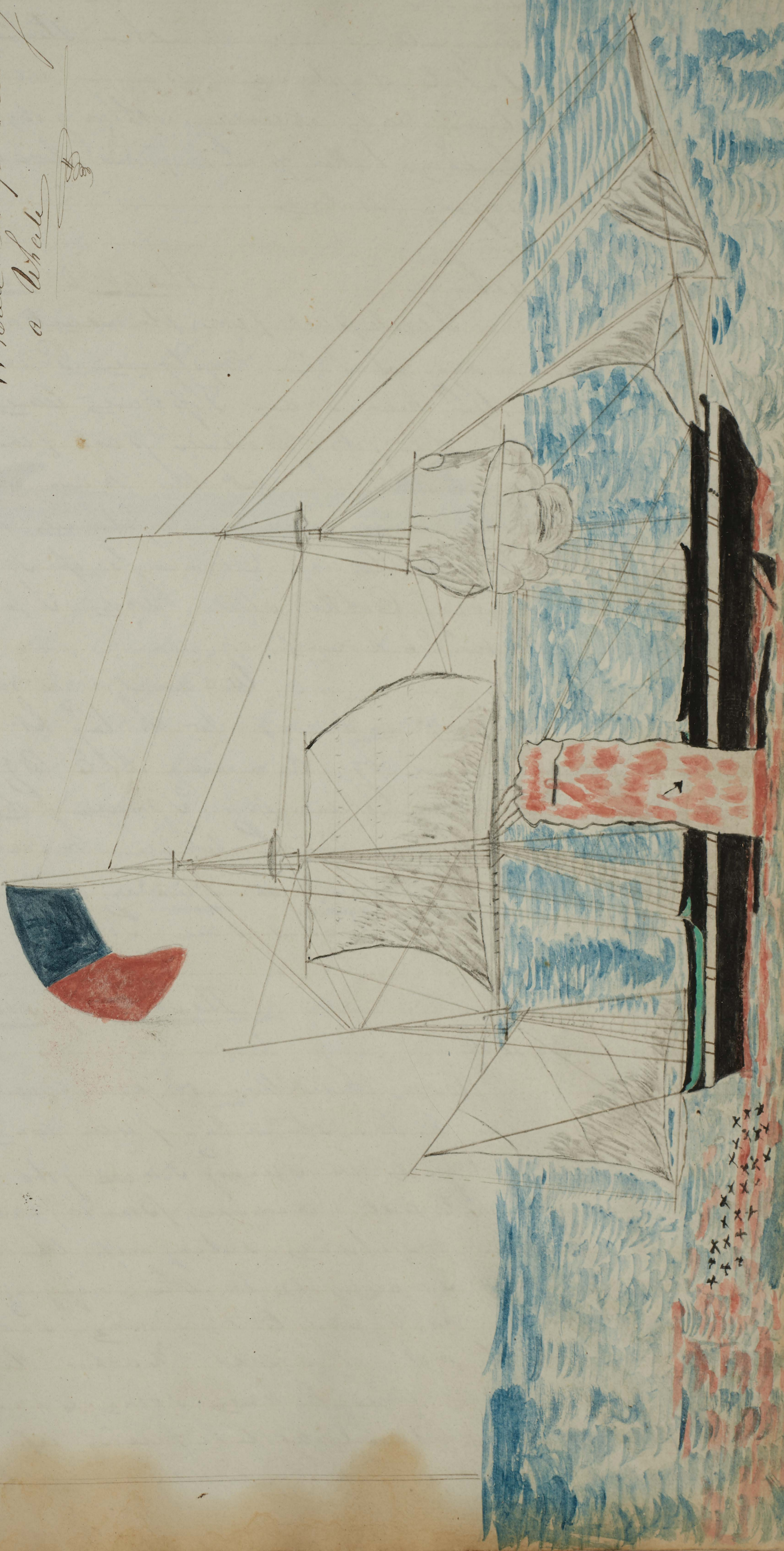
Commenced these twenty four hours with light variables steering full and by heading South. First watch employed in Sunday small jobs. Capt. making spin of yarn Machine. Mended part fine with a few squaws fished the Fore Top & Mast sail latter part fine pleasant weather set the Fore top & Mast sail steering full and by heading South weather fine and warm so end

Lat 1° 50' N

Sunday Jan 7th

Commenced these twenty four hours with light winds steering full and by heading South. Watch employed sunning their clothes reading sleeping shaving eating &c. distance from the line 150 miles go ahead. Columbia when we can see some whales. When we got home this was no one got the Fiddle yet. Saw a couple of Men Fish along side fished the Fore Top & Mast sail great many fish. Forenoon the ship middle part fine began to stand through water latter part employed in screwing F. L. B. Stays. It sheats setting up Main Rigging. B. L. Stays &c. so end

Whale Ship Cutting in
a Whale



On the Line Lib 125"

At 0° 03 South

Monday Jan 8th

First Part fine pleasant weather Steaming full and by heading S. S. E. Employed repairing service on the Fore Top & Mast Backstays and Sunday other jobs. Middle part fine pleasant weather latter part fine weather employed Sunday jobs in rigging so ends

Tuesday Jan 9th

At 0° 30' South

First part fine pleasant weather Steaming full and by heading S. S. E. Employed picking up spun yarn and down the new main Top sail and Bent the new one but the old job Middle part fine latter part fine pleasant weather Broke out the main Hatch for water broke out fore Hatch for bread employed painting the Planks Shear Water Ways Comings of Hatch Ways. By Capt. repairing Cooks stove and spun yarn washing so ends these 24 hours

Wednesday Jan 10th

From these twenty four hours with light variable Steaming full and by heading S. S. E. By S. Employed painting ship and Sunday small jobs. One dollar and a piece of cord for a whale Middle part fine latter part fine employed in Sunday small jobs in the rigging set the Fore Top & Mast sail so ends

At 2° 09 South

Thursday Jan 11th

From these twenty four hours with light breeze from the N. E. Steaming full and by heading S. E. by South employed in Sunday small jobs at 6 P.M. Tacked ship, heading N. N. E. East Middle part fine latter part fine pleasant weather employed setting up the Fore Top mast stay and Sunday small jobs in the rigging saw a number of large Dolphin no whales to be seen scarce as hunt track all gone to port it smells rather like a whale look sharp boys if you wish to have some create this is Orinoco on the line to perfection looks like filling up and getting home in three years I should think, well so ends this day

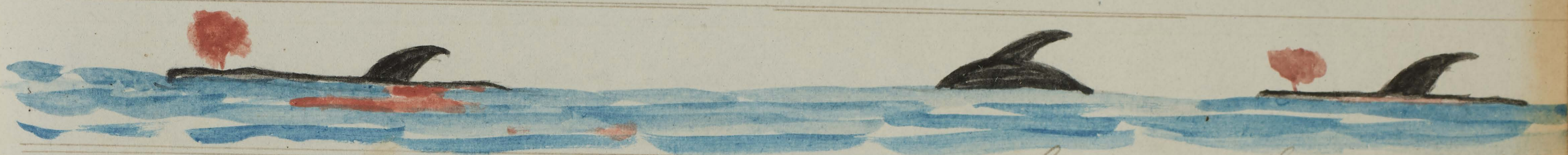
On the 11th

Friday Jan 12th

First Part fine pleasant weather Steaming full and by heading North employed setting up Fore Top mast stay and Main stay and running jobs in rigging Midship part at 6 PM all hands Fiddling Dancin^g &c. latter part fine but hole and stowed off the watch ways set up the Fore Top Gaunt rigging so ends these twenty four hours Heat at 0° 13' South

Saturday Jan 13th

Commenced these twenty four hours with a light wind raised a school of Blackfish on weather bar



lowered and killed a couple of them got them along side at 1/2 past 2 PM. Two of the boats continued Chasing got up one of the Cutting jacks here one of them is hooked on to the other boats Come on board hoisted them and finished heaving in took off their jacket and here the Carcass was bound to a pine and cut up the blubber Midship part fine with a fresh breeze latter part fine pleasant weather Come in stays at 9 AM. Saw a spout on the Beam took a lining Obs of the Sun Long 132° 02' on West Heat at 30 miles South

Sunday Jan 14th

Commenced these twenty four hours with a fresh breeze Steaming full and by Steaming full and by heading N. N. E. employed reading sleeping &c. &c. Midship part fine and warm latter part the same Clear and but the try pots and began to boil out Black Fish raised a school of Black Fish lowered chased them but did not succeed a great many very large ones came on board and finished boiling saw a large Bone Shark a number of Fin Backs in Sight East employed Blacksmithing so ends this day

Heat at 0° 22 North

Long 132° 00' West

XXX

Monday Jan 15th

First part fine pleasant weather
steering by the wind heading S. S. West employed in Sunday
small jobs a number of fin backs in sight middle part
fine latter the same employed Coal Taring the Leeward
Chains and all the iron work on deck Capt making
reels Cold tares the winches &c so end this day

Tuesday Jan 16th

He at 0° 28' South

Come then twenty four hours with a
fresh breeze steering by the wind heading South
employed Cold Taring &c No nothing in sight what
luck by Cracking what luck two men on the ground Leeward
four barrels of Black fish oil not enough to wet our
decks with shall do wonders this Cruise no doubt
all hands make their Fortunes never mind old Columbus
you are here what is done Can't be helped better luck
next time greasy luck to middle part fine latter part
fine employed grinding Craft and Sunday small
jobs Cleared up the Fore Top Gaint Sail. Come in stay
so end this day

He at 1° 32' South

Wednesday Jan 17th

Come then twenty four hours with fresh
Trade steering full and by heading N. E. employed in
Sunday small jobs middle part fine and pleasant latter
part the same tacked ship heading South employed
stripping old junk drawing the yards No nothing and Bailing
them and Coal Taring the Chains down eyes their poles &c
so end this day

He at 0° 58' South

II II NT TE

Jan 18th

Com then twenty four hours with fresh trades
and pleasant steaming full and by heading North
Employees drawing Ropes having gear and Coal Taring the
Standard Chains the Rooster like a foot pump and bar
laveres away a boat and fastening to him after three minutes
hardy Obase middle part fine latter part fine and warm
Employees drawing gear and so ends

Lat 15° 8' South

Jan 19th

Com then twenty four hours with light trades
winds steaming full and by heading S. E. by East
Employees on sundry jobs stowed down Black Fish in after
hole latter part fine Employees making two gun spun
gear taring the Boat grips and so ends

Lat 2° 32' South

Saturday Jan 20th

First part fine and warm with stiff
trades steaming full and by heading S. E. employees making
two gun spun gear and sundry small jobs for employees
Ship in middle part fine with stiff trades Turtles the 7th
Giant Sail Motor T. S. Sail and Fly jib latter part backed ship
heading North so ends

Lat 4° 20' South

Sunday Jan 21st

Com in evening then twenty four hours with
stiff trades middle part fine latter the same employees
making spun gear screws the job sheets so ends

Monday Jan 22nd

First part fine pleasant weather
Employees making spun gear middle part fine latter
the same making spun gear set up the Motor Topmast
stay Motor Top V. Hoisting Lines Top Giant Back stay
Saw gear and fly of guide, no labour so ends

Lat 2° 00' South

LINE

Tuesday Jan 23th

Lat 1° 20' South

On this day only four hours with beautiful weather with light trades steaming by the wind heading North employed in sundry jobs midday part fine latter part the same employed making stably and sundry jobs in the rigging so ends this day

Wednesday Jan 24th 1844

First part fine pleasant weather steaming by the wind heading N. N. E. employed in the rigging and sundry other jobs midday part fine latter part fine with a few squalls furled the main and mizen top & abnt sails and fly job employed Pricking up spun yarn spun so ends

Thursday Jan 25th

First part fine pleasant weather employed pricking up spun yarn midday part fine latter part fine with fresh trades steaming by the wind heading N. E. employed caulking the decks sundry small jobs so ends

Lat 1° 25' North

Friday Jan 26th

First part fine steaming full and by heading N. E. employed in sundry jobs midday part fine latter part but hole broke out and started Board and water employed in sundry jobs so ends

Saturday Jan 27th

First part fine with fresh trades steaming on the wind heading South by west midday part fine fine latter part the same employed on nothing so ends

Lat 0° 56' South

LINE

Sunday Jan 28th

Came there twenty four hours with fine pleasant weather, steering on the wind heading South all hands rearing, sleeping and going about decks in the hogs way no whales to be seen & rather home sick. Took a Luner Obs. of the sun, at 5 P.M. took a Luner of the { Long 136° 20' West } planet Jupiter middle part fine with light trades latter part fine employed caulking the decks setting up the Martingale girds Bent a new Mat on Main Top sail yard Blacksmithing By served the weather Main Brace great many fish in sight nothing more Whales all gone to pot and we are Beating to windward for them Come up with them soon I suppose, small Potatoes this Cruise and few in a keel so ends

Lat 1° 15' South

Monday }
Jan 29th }

First part fine steering on the wind heading N. N. E. employed caulking the decks and sunning jobs in the rigging middle part fine latter part the same employed caulking the decks saw a number of Bone sharks. turned in the Loarboard Fore Top mast Back stays so ends

Lat 0° 02 North

Tuesday }
Jan 30th }

First part fine with light trades under all sail steering free and by heading N. E. By East employed caulking the decks and paying the seams and turning in the Loarboard Fore top mast Back stays and sunning small jobs saw a fin Back on Starboard Bar Broke out the Fore hole for grub middle part fine latter part the same broke out the Main Hatch way for water, and after hole for But and Pork employed caulking setting up and turning in Starboard fore top mast B. stays so ends

SHIP COLUMBIA, ON THE LINE

72
 Tuesday }
 Jan 31st } First part fine with light breeze steering
 full and by heading S. S. W. employed turning in the
 fore top mast Back stays finished caulking and paying
 the decks saw a number of Fin Backs on the lee beam
 Middle part fine latter part the same Tacked ship
 at 6 A.M. employed scraping the deck securing on
 scotchman on fore top & at Back stays and sundry jobs
 in the rigging turning &c so ends

Thursday
 Feb 1st

Lat 5° 38' South

First Part fine steering on the wind heading
 N. N. E. saw a school of Black Fish employed on sundry
 jobs in the rigging secured the barbed fore sheet Middle
 part fine pleasant weather raised a sail on opposite
 tack at 9 P.M. tacked and stood along with her
 latter part fine sail on weather beam fished the main
 T. G. Back stay span led and sundry other jobs in
 the rigging so ends

Lat 1° 34' South

Friday

Feb 2nd First part fine steering on the wind heading
 S. E. by E. sail on weather beam employed on sundry
 jobs in the rigging at 3 P.M. hauled up the main sail
 and hauled aback the main yards spoke and yam
 with the Bark Tackle of N. B. 35 m. out 900 lbs of Spinn
 or latter part fine steering two sails aback on
 opposite tack not hot started in classes employed
 in sundry jobs caulking the main hatch
 so ends

Lat 0° 54' South

ON THE LINE

Friday Feb 3rd

First part fine employees in Sunday jobs spoke and gave us with the ships. Spent of 2 and 37 m. 1550 lbs and Cooperated of N. B. 22 m. 450 and Barks Towsen of N. B. then gave out 900. Middle part fine 12 P.M. Capt. went in boats and gave for many latter part fine Cooperated of 1/2 m. tacked employees being roundly deck so end

Feb 4th

First part fine steering free and by employees in Sunday jobs Middle part fine latter part the same employees in Sunday jobs in the rigging Caulked the fore hatch and played them so end

Feb 5th

First Part fine employees in Sunday jobs Fairing a Breeches four points of Leathers bar 6 miles off Middle part fine tacked ship at 5 A.M. tacked again latter part fine Fairing a spout 4 Points in weather bar proving to be Breeches middle part fine saw a fin back at 12 tacked ship heading N. by East Fairing a spout on Leathers bar 13 1/2 miles off employees in Sunday jobs in the rigging Coopersing the Main Tilt rail planing the decks so end

Feb 5th

Heat 5° 17' South

Com these twenty four hours with a light breeze heading North by East employees in Sunday jobs in the rigging finished Coopersing the Main Tilt rail Middle part fine latter part employees in Sunday small jobs so end

Heat 3° 47' South

Heard

ON THE LINE

Feb 6th

First part of fine heading N. by E. employed in running
the head and squaring Clewing up tops of mast sails furling fly jobs
hauling up the main sail lowering the top sails, hoisting the
topsail and set the main to hauler. Middle part fine
latter part fine employed in running jobs. So ends

Friday

He at 5° 52' South

Feb 7th

Com. these 24 hours with a fresh breeze steering
on the wind, middle part fine latter part Coopersing empty Casks
for oil so ends

O N

He at 5° 57' South

Saturday

Feb 8th First part fine steering on the wind heading N. by E.
employed Coopersing empty Casks turning. He Middle part
fine at 1/2 past 10 PM Tacked ship & furling the fly jobs and
mizen T. G. sail latter part fine so ends

He at 5° 17' North

He in 137° 29' W. L.

Sunday

Feb 9th

First part fine middle the same latter part the
Burdens up over the after hole to Coopers oil found it
leaking badly so ends

Monday

Feb 10th First part fine Coopersing oil middle part
fine latter finished Coopersing in the after hole sent the Burden
up over the fore hole and began to break out so ends

Tuesday

Feb 11th Fine employed Coopersing

Wednesday

Feb 12th Fine employed Coopersing

Thursday

Feb 13th Fine finished Coopersing and towing off

ON THE LINE

Friday

Feb 14th First part fine stowed off the Fore and hole out-hold
And stowed off the Fore and Main but shewy And hauls a
general Scrap off Middle part furling the Main T. G. Sails
latter doing nothing in particular so ends

Saturday

Feb 15th First part fine looks the Fore and Main T. G. Sails
Middle part furling the Fore T. G. Sails latter part fine two adams
looking on to the sides for the one that will raise a whale look
sharp Bys raise them up so ends

Sunday

Feb 16th Com then twenty four hours with a fine breeze
steering full and by heading S. S. E. Middle part fine
with the exceptions of a few squalls latter part fine washed
deck furling the Fore and Main T. G. Sails and Fly Sibs
have got to turn in and smoke And can not write more
so ends

Monday

Feb 17th Com then twenty four hours with a light breeze
employed in sundry jobs repairing old Casks Middle part
fine Tacked heading N. N. E. latter part fine set up the
Larboard Main T. G. Toggling And Prester Back stay
And sundry jobs Duff for dinner so ends

Tuesday

Is at 3.39' South

Feb 18th Com then twenty four hours with a light breeze
employed set up Main Hoops And sundry jobs in the rigging
Middle part fine tacked heading S. E. latter part fine
employed in sundry small jobs so ends

Wednesday 19th

Com then twenty four hours with a fine
breeze employed in sundry jobs saw a Fin Back Middle
part fine latter the same employed making a Pudding
for the T. J. Jones turning the

Is at 1.10' South

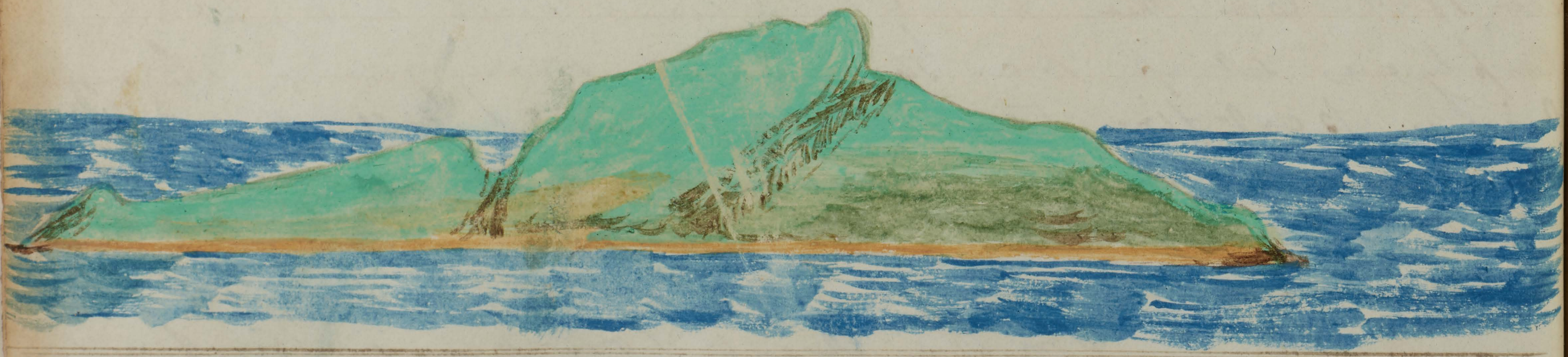
ON THE LINE

Thursday Feb 21st Com. then twenty four hours with a light breeze steering full and by heading S.E. employed in running small jobs not a sport to be seen. Cook & Stewards Shaving a Breeds deck to windward and Main Room Vloet Cooper Making New Castles of old and by helm at eight kees so I then turn in middle part fine latter the same employed in running jobs spoke the ship Belciana of R. Beapen 27 Mm. out 1300. P.M. four days from New St. Capt went on board for a few moments, came on board and brandy for and the Belciana were found so ends

Friday Feb 22nd } Heat 8° 17' Com. then twenty four hours with a light breeze steering full and by heading S.E. employed in turning & middle part fine sharp look out for land to the ship latter part fine tacked ship and last hole employed setting up the Main Rigging so ends

Saturday Feb 23rd Com. then twenty four hours with a fine breeze steering S.S.E. for the Marquesas employed setting up the Starboard Fore Rigging finished at 5 P.M. raised the island of Newbeva on the beam

I Islands of ~~III~~ II Islands of ~~III~~ Iookhera



Bearing to h. to

ON THE LINE

77

ON THE LINE

Midday part fine latter the (1 am) the island on the
 Bow & sides, to have been a long, whales come up
 to the beam & on each side, all three boats fastening the
 waist boat to the stern Midship not being handy
 up and was stern again she sank by the gunwale
 cut the line when went to the end, sport in, which
 bloody the mate ran down to us but we did not wish
 for his assistance he ran off to the end and picking
 up the rowers to have after loosing his so end

Monday 24th

From three to only four hours with pleasant
 weather ship took the Larby and to boats whales
 along side picked up the stern boat after being in the water
 for four hours ran off for the other when got him along
 side & ferried the main sail and main T. G. sail
 Midday part fine to one ship lowered the Fore Top sail
 on the Cap and hauls down the jib

20

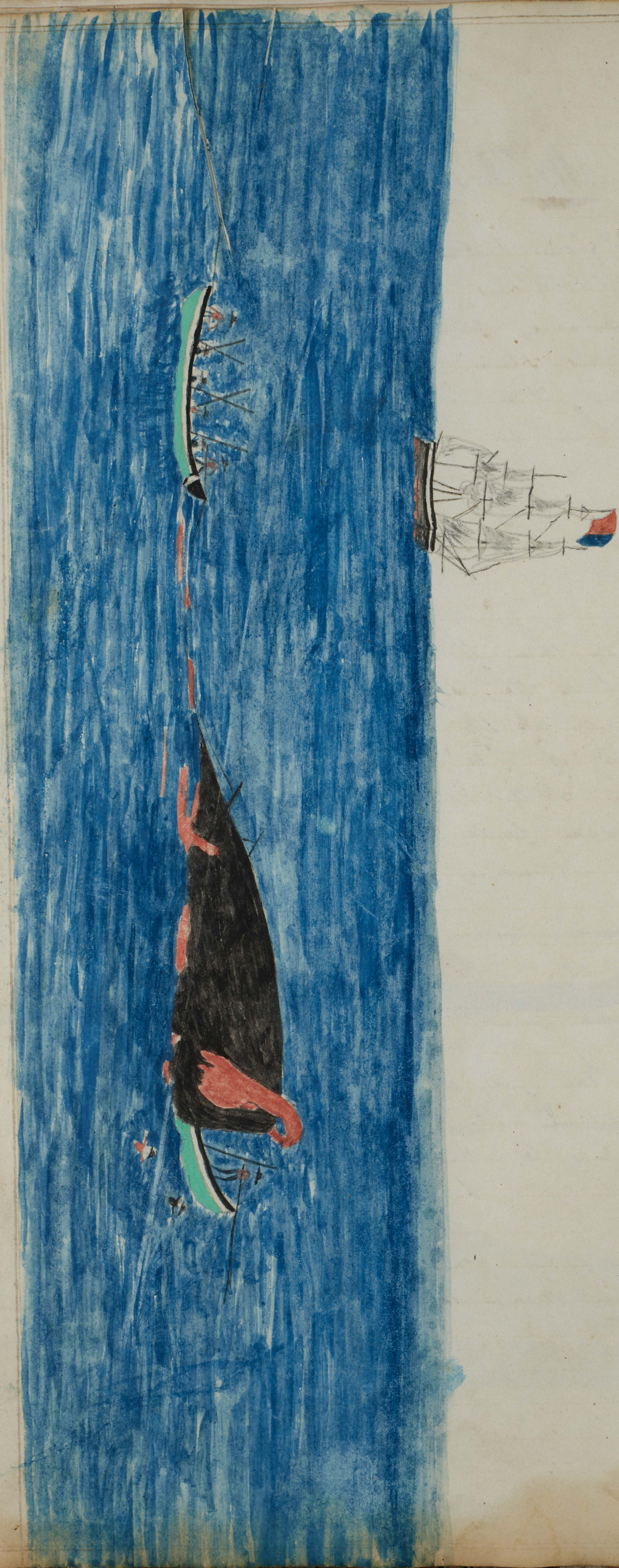
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20

Midday part fine got up the cutting of all and began
 to cut in & in the island of
 ahead of the head cutting so end

Tuesday

25th First part fine cutting up the heads and
 Huber finished Midday part began to boil taller being
 so end



On THE LINE

Thursday

26th First part of the land ahead on the quarter employed by boiling sail on the barbed quarter and started for Michael part of the ship boiling the masts up 60 lbs latter part washed decks and started masts set the main sail and masts T. L. sail and fly job so

Friday

The at 9° 10' South

27th First part fine place and weather steering full and by heading North head employed in cleaning small jobs Washington islands on the bar raised island on weather quarter bearing W. N. W. 16 miles

Hood Islands



Michael part fine latter raised a school of whales on weather beam to the right and covered the boats pulled to windward but did not succeed in getting fast we ran to leeward for them so ended

Thursday

28th First part chasing whales at 2 P.M. all the boats fastened barbed boat got loose and fastened again but lost him by the lines drawing started and waist boat got along side at 4 P.M. sent up the cutting falls and cut in one of them Michael part fine employed cutting up blubber latter part cut in and



Ship Columbia by the Line

It was along the cutting gear cutting up and began to boil so end

Friday

March 1st Employed Boring in ice part fine finished Boring and washed decks lost hole and drove some Casks of oil sail one point to deck but saw raising a breaky ahead

Saturday

At 9:11 South

2d First part fine heading S. E. Woods Island ahead



Woods Island N. W. side

Bearing Sou. East
15 miles.

Employed in Sunday jobs started from spoke and turned with the ship Eagle of New Bedford 42 miles out 1700 P.M. from ship. In ice part fine tacked in morning watch. Broke out the after hole for Ugan and Molasses. Yarned with the Eagle again 18 miles

Sunday

March 3rd First part fine Yarned with the Eagle both steaming free under all sail heading for Woods Island. Luffed to the wind and made the yards saw a school of Blackfish. Saw a breaky ahead in ice part fine tacked in middle watch latter part fine Employed in Sunday jobs began to compress started some ice down in fore hold so end

Cruising round the Washington Islands

Monday

March 4th

First part unpleasant squally weather, heavy & heavy squalls of rain. Furling the Main to the T. G. Sails & hauling up the Main & all of which the Fly jib and double & reefed the Top sails at 6 PM a dead calm with the land under our lee ten miles off. Middle part of day and unpleasant breeze ship on the Main and Morning, to catch latter I broke the 2 up but the Top sails and set Main T. G. Sails and fly jib. Hove island on lee bow & miles off at 6 PM the ship heading N. E. so end

Tuesday March 5th

First unpleasant steaming, fine and by Hove island on lee quarter employed in sunny. Small jobs had a heavy squally & under the M. T. G. Sails and jib caught three Porpoises. Threw a nasty tip over for supper. Middle part squally latter part fine employed in sunny jobs so end

Wednesday March 6th

First part fine employed in sunny jobs got up the Biscuits over the after hole for stowing down the Middle part fine doubled & reefed the Fore and Main Top sails latter part were ship and broke out the starboard side of the Fore hole and began to star the ground with it so end

Thursday March 7th

Stowing down in after hole Middle part fine caulking a little by jibs latter employed stowing down in after hole finishing and began to star off & broke the 2 up out the Top sails and set the Main T. G. Sails so end

Steele Tackling

Washington Islands

Friday
March 8th First part fine Employed stowing down
fine skin And West hole Mice in part fine latter part
stowing oil and as a sail on the quarter

Sat March 9th First part fine finished stowing oil and
washed decks latter part fine sail on the quarter

Sun March 10th First part with a strong breeze spoke the
ship President of Warburton 14 Nov 50 S.O. Mice in part
fine latter strong breeze

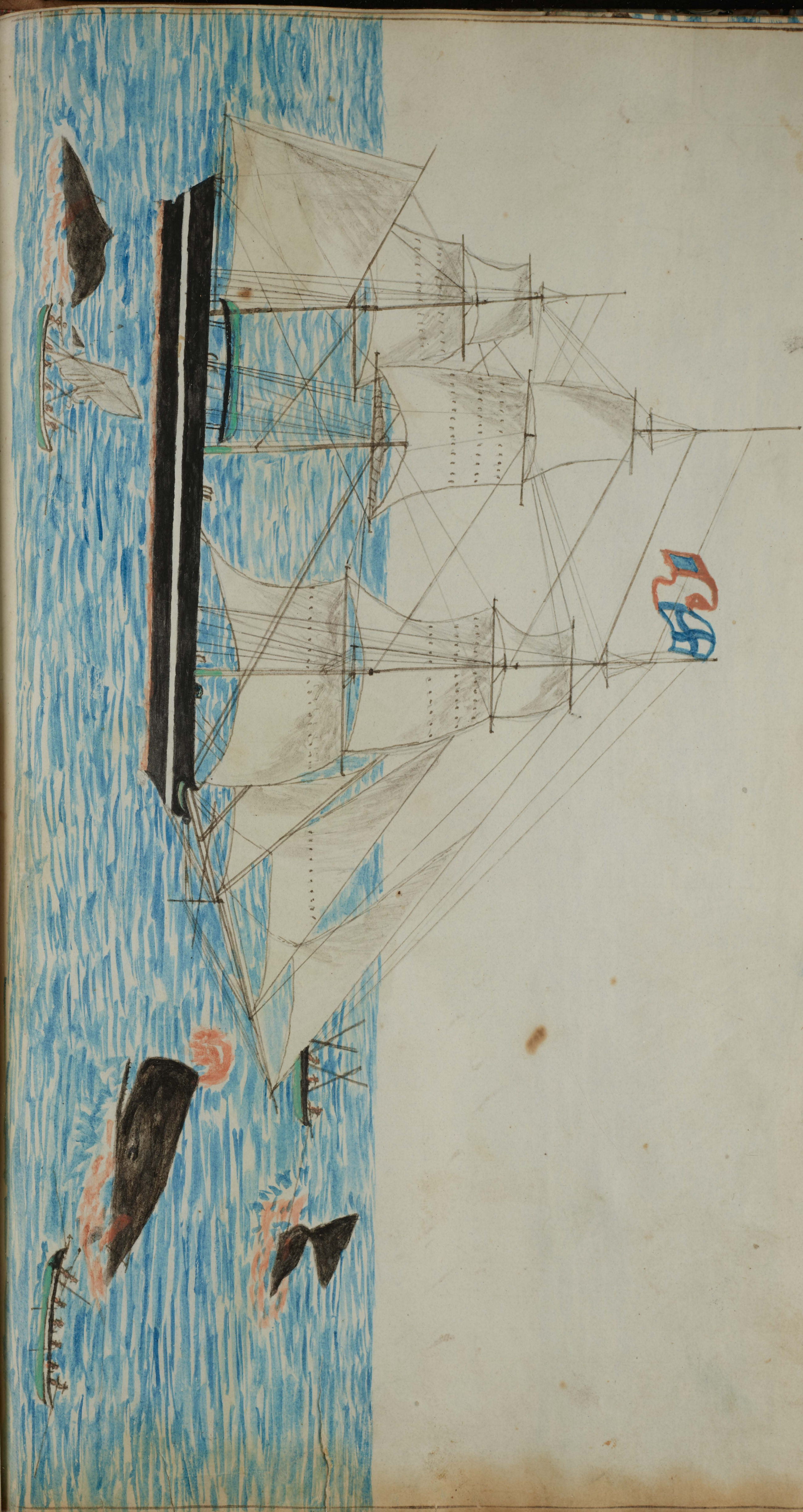
Mon March 11th First part land on the bar Report off for
Mice in part lying at anchor latter part Report off West
Mice in the islands of NUKAIIWA To end

Tuesday
March 12th Moderate winds stowing West at 4 PM
Bent a new Fore Top sail Capt employed repairing
the West boat latter part laying off the Port Anna
Mice in latter part sent a Boat on shore found a French
sloop of war two Merchant men And one Whaler in side
To end

Wednesday 13th First part lying off and on at 4 PM
the Boat returned squaring the yards and shortening
sail Mice in part lying with the Main Yard aback
latter part braced fore and sail on the quarter
To end

Ship Columbia 30 Nov out
1500 P. Oil

" " " " " "

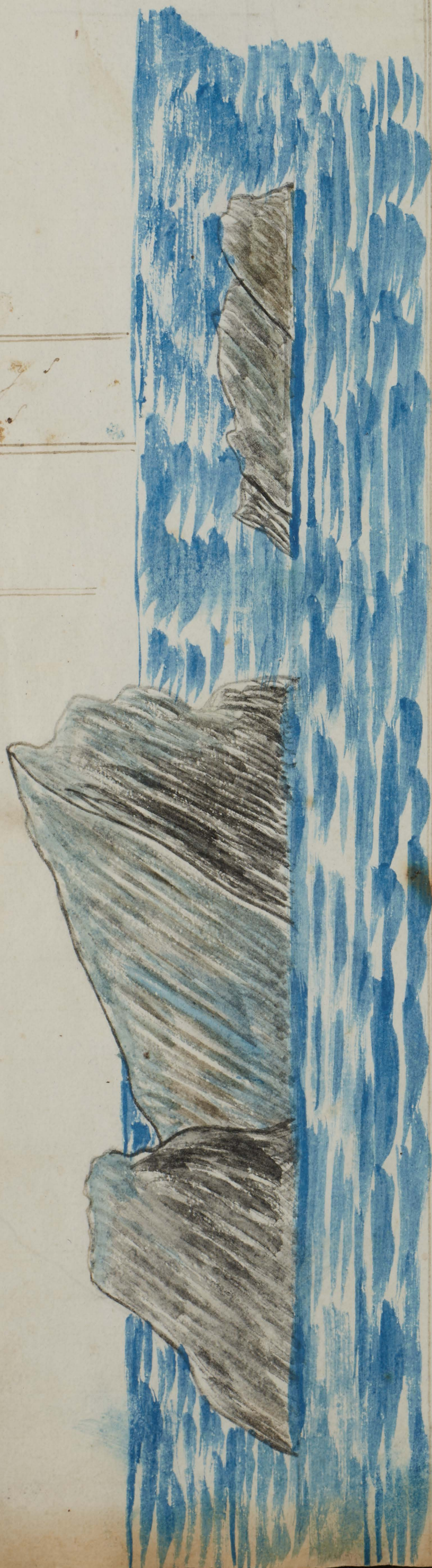


11
84

No Argues as on
Washington Island

Coerles
Rocks

It is at
the on



III u to a heway

Nothian Bearing N. E. by E
V. West side
It is at
the on



Volcanoes on
Washington Islands



Island of Oapua
Bearing S.E. by E
N. W. Side

That The on

Marquee sat on
Washington Island

Mar 14th

First part with
strong breeze land on the
gunster Middle part tacked
several times latter part
saw the islands of Roberts
and Hancock on the bow
15th

First part fine passed
the island a small sandy
bar to the weather beam
with a reef on which
the surf broke very
high Middle part
latter part cutting
up old sails so
only

Roberts Island
Lat 8° 12. South

Lat
Long

Mar 16th

First part
fine Steaming N.E.
sent a new fly jib
Ain't s/p at her
Middle part fine
latter part tacked
and west hole so
only

Lat
Long
Hancock
Island

Lat
Long



For THE HONE

Monday March 17th

Time with light winds in a sea part
fine latter Calm. So end

Tuesday March 18th

Repairing the Main Vail and
Bent it

Wednesday 19th

Repairing the Fore Top sail

Thursday 21st

Repairing the lower part of the Mast
by S.C.

Friday 22nd

First part of time repairing the Larboard
overboard boat and Veneer. 11th man by Middle part
fine latter finished the boat and put her overboard
So end



Saturday 25

First part of time raised a school of Black
fish and Porpoises lower and chased
them one hour with our nets. At 12 past three lowered
again. Middle part of time latter part of time sent down
the Main Top sail and repaired it employed in
vening jobs So end

Sunday 26th

Employed in making Main Top sail and
making Venetian for Becks. Went to the Top sail and
started to make Floor. Middle part latter the same
employed repairing Fore Top mast. Stay sail making
Venetian S.C. So end

Monday 27th

At 0'02 North

Employed making Venetian and for
raising Black fish lower. At 10 but did not
see a school getting near. Lower at 4 PM got nothing

Heading To Northward

Mid sea part of fine latter part painted the Starboard
over head boat Making Venetian No end

Monday 28th

Lat 1° 54' North

First part fine heading N. E.
painting the Starboard over head boat & C. M. over air 1480
Mid Course N. E. by E. Mid sea part fine with stiff
traces Cleared up the Fore and Mizen T. L. Sails taking
part fine employed in Venetian & small jobs No end

Tuesday 29th

Lat 2° 20' North

First part fine with fresh traces
heading N. E. E. employed in small jobs Broke out
a few water casks and Back the some water Casks Mid sea
part squally latter the same No end

Wednesday 30th

Lat 3° 31' North

First part squally employed in small
jobs Mid sea part some very heavy squalls latter part
lost hole No end

Thursday 31st

Lat 5° 20' N

First part fine with a few squalls
set up the Starboard Fly jib Guy employed Making
Venetian Baskets & C. Mid sea part had a very squally
Cleared up the Main T. L. Sail let go the Topstaves
Ratlines hauled up the Main Sail and Spanker
and hauled fair and a little drops the voice of an
tin pot Tapered the fore and Mizen T. L. Sails 22 years
old this day latter part squally and unpleasant

Friday 1st

First part squally Mid sea part
the same had a very heavy one at 10 P.M.
Lowered the Fore and Mizen Top sails and hauled
up the Main Sail in lowering the Main Top sail
we lost it mostly by being blown to pieces
Cleared all hands and hauled it into the Top
doubled Tapered the T. Top sail and single Tapered

Ucadin, II^o Northward

The Mizen set the Main sail latter part squally
And unpleasant Bent a new Main Top sail so ended

Sept 2nd

Squally thick and Coal tar to windward
Employed in skinner, small jobs Middle part
stiff trades heaving. R. W. for Mizen latter part
squally so ended

It at 9° 12 N

Sept 3rd

Squally Middle part Squally
latter part the same so ended

It at 10° 38'

Sept 4th

Fine with a few squalls

11th

First part fine in company with the Chile of
R. Bedford Made Owhyee one of the Sandwich
Islands middle part fine running down the land
had a fine view of the volcano. Burning latter part
scrapping the waste

16th

Employed towing the ship. Came to an anchorage
at 2 PM in Keelakekua bay

18th

Waited for Mizen Geo A Gould

20th

Came to an anchorage

Boards for Invoice
 " " " " " "

Of the one of
 the Van der Wick Islands
 13



Mr Mace

91

May 1st First part fine all ready for sea
Middle part fine latter got under weigh in
Company of Ben Bush of of Warren N. S.

May 3rd Running down between Kanae and
Kanoai Middle part kept off W. S. W.
latter part the same

May 6th First part fine low end for whales
Kanae two small ones brought them along
side latter part squarley employed cutting
so ends

May 7th Booming out the Blubber fitting
the boats by so ends

May 23rd Com with a fresh breeze saw a
long whale going to wind wards eyes out
let him get well to wind wards low end and
Chased three hours Com one board with
fisher men's luck

Bound Eastward

Nov 19th /44

Made the Island of Mowee distance 12 leagues

20th

Five spoke the W.S. of Nantucket 1400 S.W. at 10 P.M. Came to anchor in 20 fathoms of water in company with 11 ships furled the sails and set the watch

21st . Painting ready and stern starboard watch on liberty

22nd 23rd 24th 25th 26th Dec 6th watch on liberty

Dec 8th Got under weigh at 2 P.M. took our departure from Mowee for the last time bound to Oahu at 4 P.M. took the trades latter part stormy split the Fore top mast stay sail at 10 A.M. came to anchor at Honolulu bay

9th 10th 11th . Capt on shore got off 15th of Bat

12th . " Wined from Oahu. Stowed the anchors and unbent the chains

Bound for Maria Islands

Jan 24th

Log in off and on Cape St Lucas in company with Three Brothers of Nantucket

25th

Boat's crew on shore returned at 4 P.M. with a Bullock and some wood

Feb 1st

At anchor at Maria Islands after a fine run through the Gulf. Cutting and beating wood from the shore

Maria Islands

Feb 2^d

Spoke the ship Victoria of London. Merchantman
Venus on the Coast gave her some water her short-
land got under weigh with a plenty of wood and
every thing else

Feb 18th

Com with a fine breeze steering E. N. E

Employed on Vender, Vm all jobs Three Brothers on
the beam, tainta beef, rusty pork, wormy bread and
beans for dinner, never mind in 7 months to be in the
Scrap since Harty in two months to fit for home no one
this cruise as yet go it was

Feb 28th

Dr. The Line

" Fine with a light breeze steering E. by S.
Employed on Vender, jobs Three Brothers on the deck beam
middle part fine latter part do so one

Monday Feb March 1st

Com with light winds
and Calms

Bound to the Eastward
Fine with a light breeze

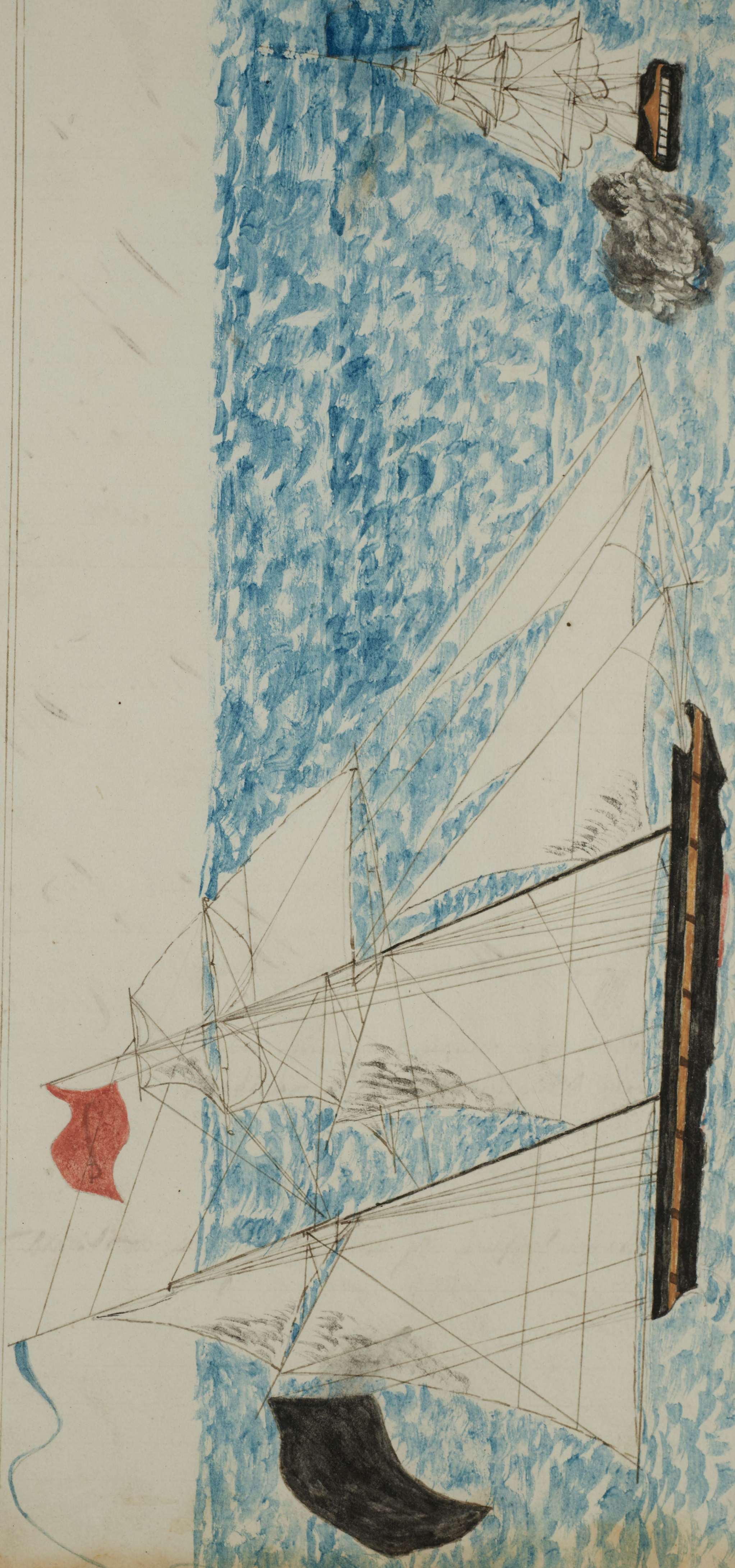
Monday 10th Chasing Blackfish killed three got them
along side and hauled in



Mon 18th " Fine weather set the Fore Top mast Standing
sail main T. & do. And Main T. & do. Steaming by V. Bush
go to Columbia

Sunday May 1 1853 bound to Cape Dulmeau

Monday August 29 1851 Stephen Reed of Monmouth



May 21st 1852

First part fine light breeze last part wind blowing a gale
and so and

May 29th 1852

Struck a School of whales brought two along side and
so and

Geo A Gould Vantucket
On Luncheon Massachusetts

New Orleans May 31st

Recd a letter from Robert very fine for a sample by
H. H. Chapinville

May 30th 1852

First part fine breeze last part calm and so and

Geo A Gould

Vantucket

On the line

the line

Geo A Gould

Massachusetts

Farmington Oct 21st 1852

This is a fair sample of my hand writing before
taking lessons of Dunton & Scribner

Robert Gould

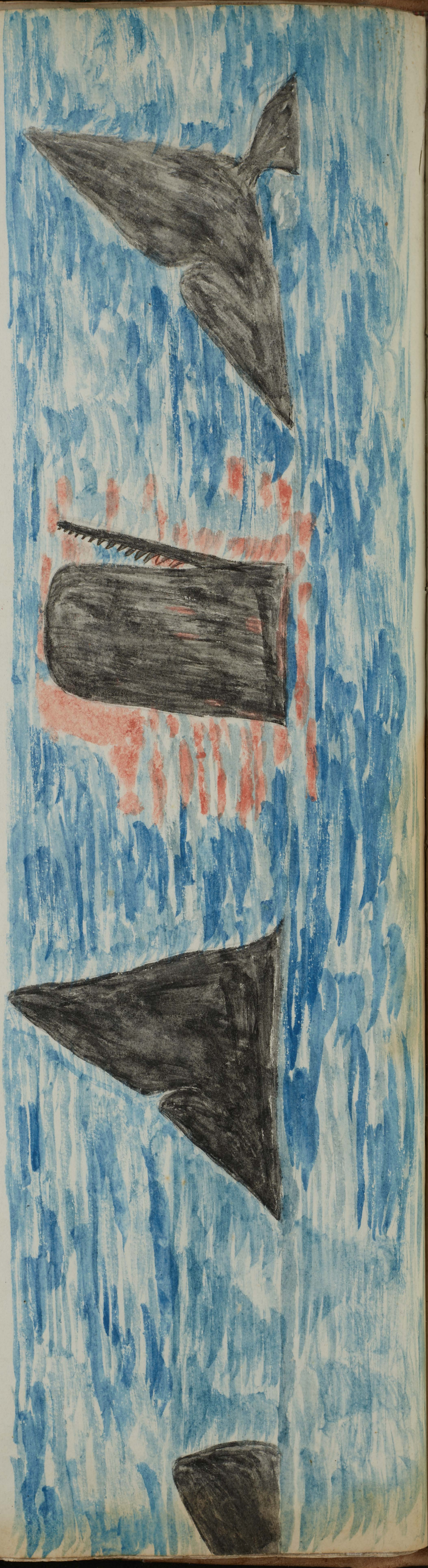
This is a fair sample of my hand writing
after taking lessons of Dunton & Scribner

Robert Gould

E G

This is a fair sample of my hand writing Robert Gould

May Massach



Whaling on the Line
Pacific Ocean





Sperm Whale 142 Bls

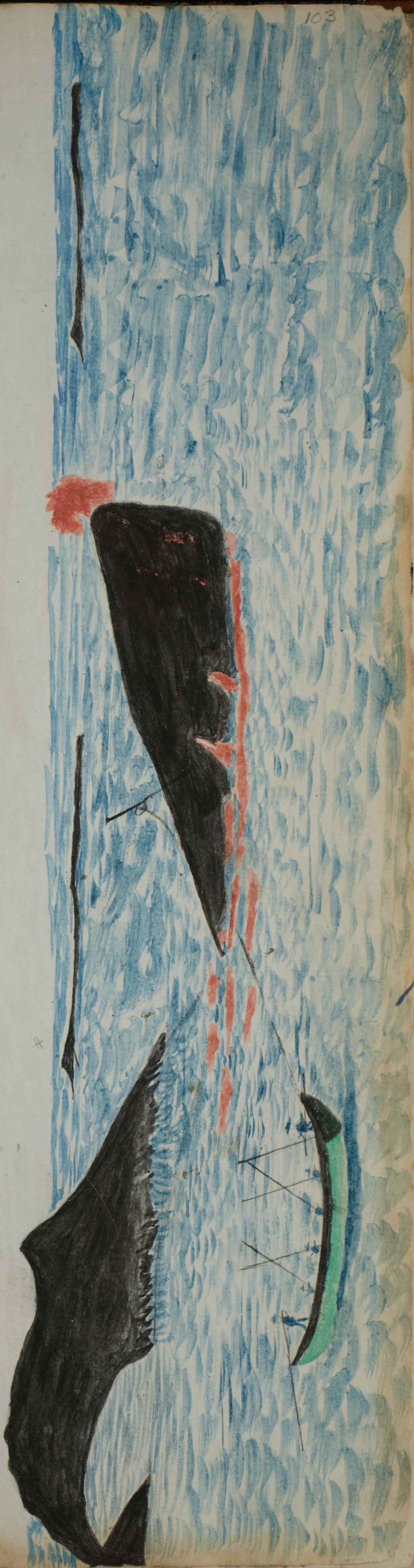
Wp

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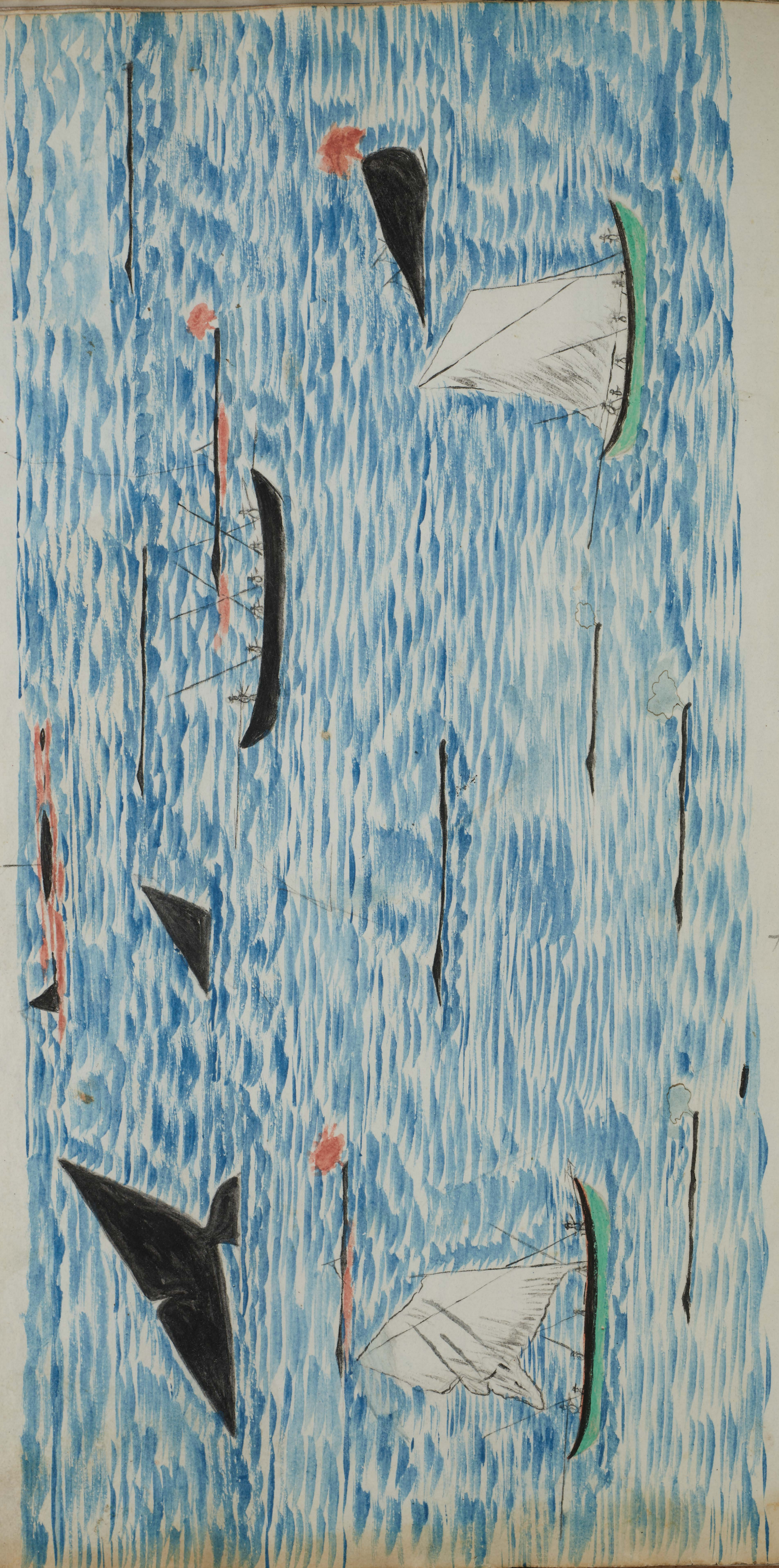
{ Rehearsing off the Marquesas }



Whaling in Japan Grounds
Lat 30° 10' North
Long 145° 00' East



Whaling off Cape Cod
Lat 39° 31' N. Lon 70°
Long 145° 10' East.





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[Faint, illegible handwriting, likely bleed-through from the reverse side of the page.]

Pacific Ocean Dec 1841
Geo. A. Gould

To Ship Columbia &c

Dec 41	For 1 Monkey Sack 1/2-	10.00
June 16 th 42	" Cash in Mowee 1/-	1.00
Nov 27 th	" " Cash " Mowee 12/- " 7 1/2 gas Calico 1/2-	3.00
" 29 th	" " 4 gas Calico of Mate in Mowee 3/-	.50
		<u>14.50</u>

Jan 24 th 43	For 1 Palm 1/2	" Feb 4 th	" 1 Knife 4/6	1.00
March 2 nd	" 1 Pr Shoes 9/-	" April 25 th	" Cash at Guam	2.50
"	" Board Bills at Guam 15/-			2.50
"	" 6 lb Hand A 1/2	" 1/2 lb White Thread 4/6		1.88
"	" 1/3 lb Black Thread 3/-	" 1 gr Paper 1/4		.75
"	" 2 Sack Knives 9/-	" Sewing Needles 12 c		1.63
July	" 12 lb Tobacco 18/-	" 1 Pr Shoes to Looey 9/-		4.50
" 20 th	" 1 Pr Shoes 9/-	" 1 Pot and Pan 4/6		2.25
Aug	" 1 Scotch Cap 3/-	" 1 Pr Duck Trowsers 7/6		1.75
"	" Cash in Mowee 12/-	" 5 gas Calico 4/6		2.75
Nov 30 th	" 4 gas Calico 1/2	" 6 lb Tobacco 7/6		2.25
Dec 16 th	" 1 Sack Knives 3/9	" 1 Pr suspenders 3/-		1.13
Jan 4 th 44	" 1 Pan 3/-	" 2 gas Calico 3/-		1.00
Feb 4 th	" 1 striped shirt of my Calico 7/6			1.25
"	" 2 don Pipes 2/-			.33
"	" Calico shirt for Mr Marshall 9/-			1.50
"	" 4 gas Calico in Okice 6/-			1.00
"	" Cash in Mowee 3.50	" 1 Pr Shoes 9/-		5.00
"	" 1 shirt and Looking glass for Worth			2.00
"	" 1 Pr Duck Trowsers 9/-			1.50
"	" 1 Pot and Pan 6/-			1.00
"	" 1 Pr Trowsers 9/-	" 1 Hat 3/-	" 8 lb Tobacco 12/-	4.00
Nov	" Cash in Mowee 5.75	" 1 Pr Trowsers 9/-		7.25
"	" 4 lb Tobacco 6/-	" 2 don pipes 3/-		1.50
"	" 1 Frock shirt 9/-	" 1 Belt 1/6	" 5 lb Tobacco 7/6	3.00

Ship Columbia Pacific Ocean 1843
Geo. A. Johnson

To the duty now as we arrive in }
Kantucke }
To 1 Pr Plants 36/-
" Blm Ship 13/6 } \$8.25

Joseph E. Cam Dr

#

To 1 Bunch about 16/6

\$2.75

W. H. Coleman Dr

#

To 1 Pr Duck Trout

100

Ch. L. Worth Dr

#

To Due on Navigation 4/6

75

John Buff Dr

#

To due on Chest

6/-

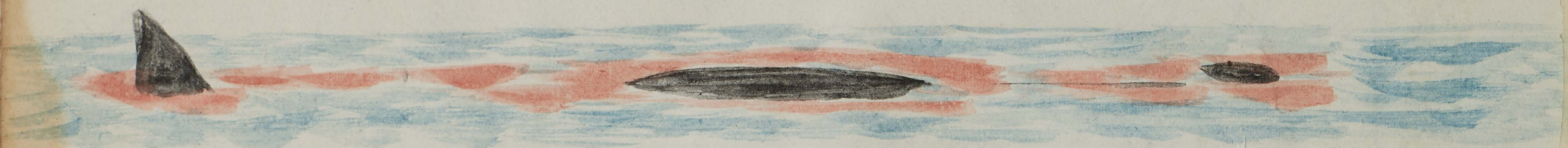
18 1.00

List of Whales

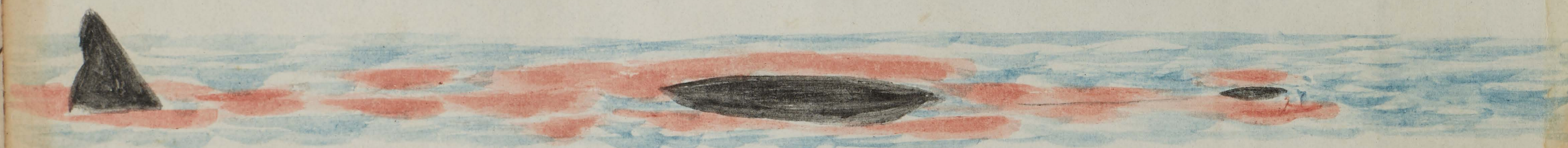
L. Boat IIII IIII IIII IIII



S. Boat IIII IIII IIII II



W. Boat IIII IIII IIII IIII



B. Boat

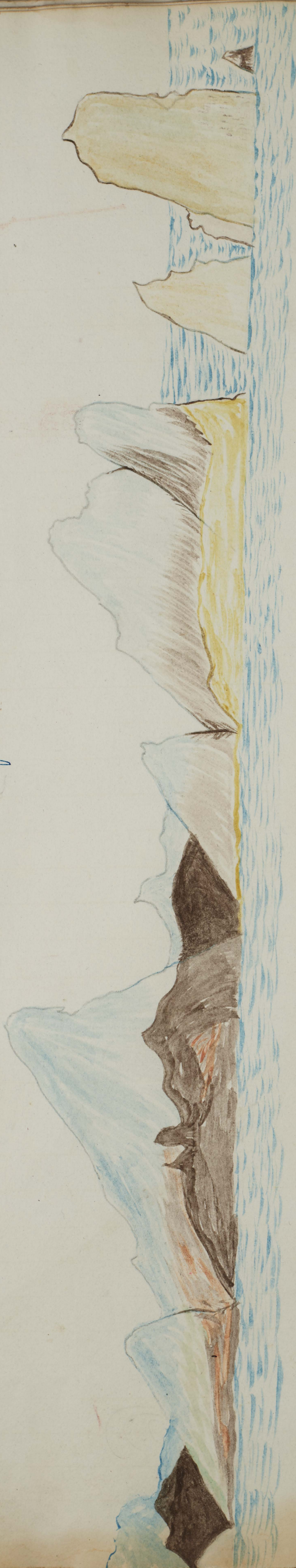
Oh! might I kiss thee

Bay of
Keeleakua,
Off the Sandwich
Islands
Sept 4th / 44



[Faint, illegible handwriting]

Cape St Lucas
13



120



122
Oh! might I kiss those eyes of fire
As million scarce would quench desire
Still would I steep my lips in bliss
And dwell an age on every kiss

Nor then my soul should sated be
Still would I kiss and cling to thee
Nought should my soul from thine dis sever
Still would we kiss and kiss forever

Even though the numbers did exceed
The yellow harvest countless seed
To part would be a vain endeavor
Could I dissuade: Ah! never never,

List of
Ships Spoken by Ship Columba of Nantucket
" " " " " "

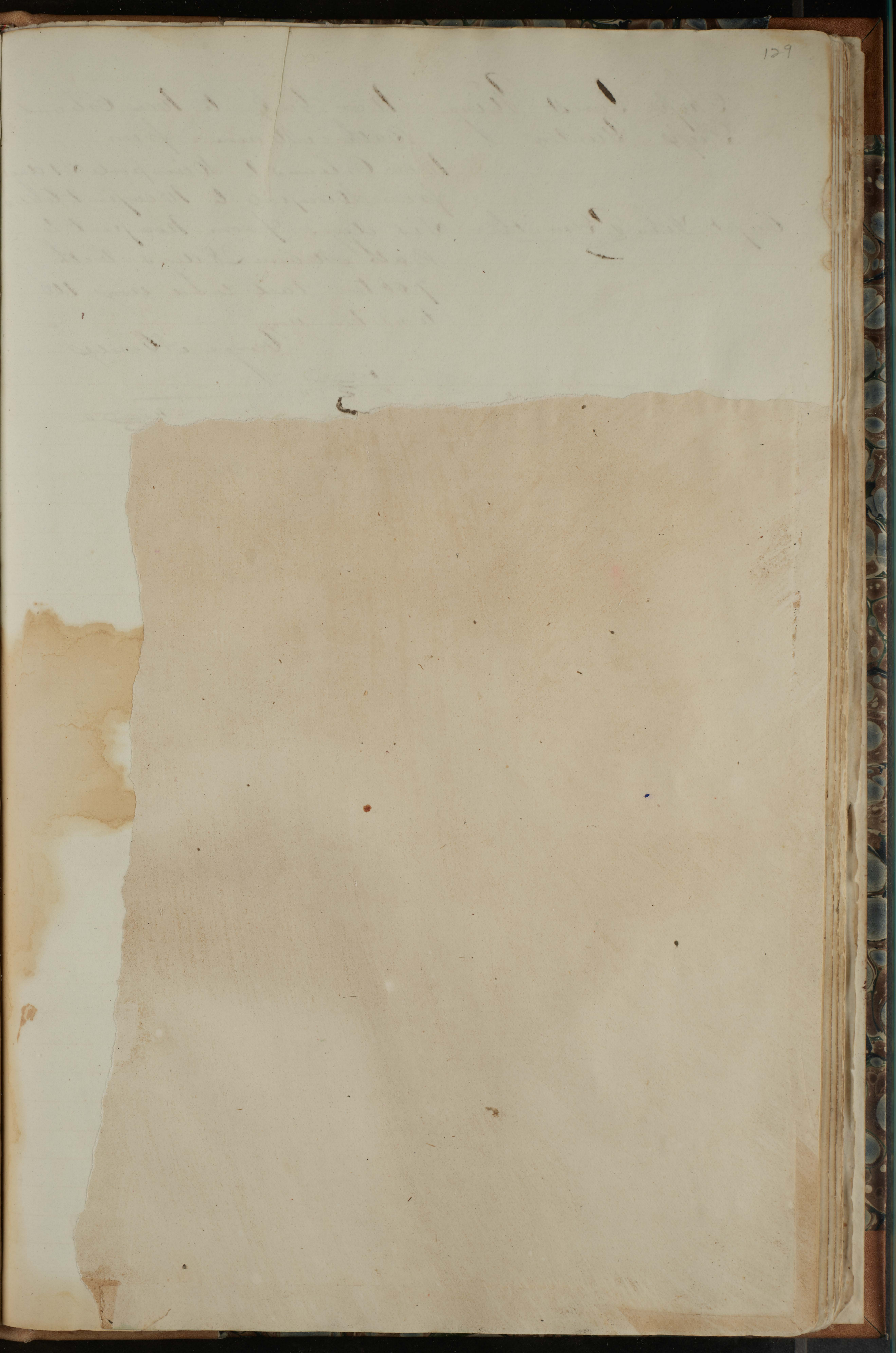
Ship Archer	" N.B.	4 mo out	Clean
" Corinthian	" do "	28 "	17 "
" I Monrue	" Fairhaven	14 "	6 "
B. Eliza	" Salem	4 "	Clean
" Japan	" Nant	4 "	" "
" Mitchell	" "	4 "	14 "
" Canton	" N.B.	37 "	23 "
" Alwashank's	" Talmouth	19 "	8 "
" Nantucket	" Nant	7 "	4 "
" Washington	" "	21 "	8 "
" C. L. Morgan	" N.B.	5 "	15 "
B. Elisabeth	" London	37 "	15 "
" Frodo	" Eggertown	5 "	22 "
" Hossean	" N.B.	11 "	12 "
" Margaret	" Newport	4 1/2 "	Clean
" Sara	" F. Haven	7 "	21 "
" Eagle	" N.B.	17 "	12 "
" Acushnet	" F. Haven	15 "	8 "
" W. Lea	" N. Port	20 "	25 "
" Coggeshall	" " "	13 1/2 "	21 "
" L. C. Richmond	" N.B.	10 1/2 "	25 "
" H. Clay	" Nant	28 "	19 "
" Herald	" N.B.	48 "	15 "
" Ontario	" Nant	24 "	23 1/2 "
" B. W. Champion	" New Port Sh	" "	22 "
" St. George	" N.B.	34 "	22 "
" Alex. Coffin	" Nant	22 "	15 "
" Walter Veott	" do	22 "	7 "
" Rodner	" N.B.	24 "	25 1/2 "
" Samuel Underly	" London	34 "	16 "
" Tusculum	" N.B.	25 "	14 "
" Monticello	" Nant	14 1/2 "	9 "
" H. L. ...	" Nant	24 "	20 "

LIST of ships

Ship George	" N. B.	34	14 00
" Blossand	" Falmouth	34	14 00
B. Wy	" N. B.	34	7 15
" Isobella	"	15	6 00
" E. Starbuck	" Nant	19	4 50
" Fortune	" Plymouth	30	4 00
" Lexington	" Providence	16	2 50
" Kellumuck	" N. S.	30	13 50
" Sava	" F. H.	20	8 50

Sarah. D. Gould
 Weymouth
 I wish to send light impart
 more mine to me thy yours
 In the glad sunshine of day and
 John
 Dr. Gould boy
 Weymouth
 Sarah. D. Gould
 Weymouth

Samuel S. Blodgett



Ship Forest King
Ship Guntong

Capt John P Smith

New York to New Orleans
Bath Maine. from
New Orleans to Liverpool 31 days
from Liverpool to New York & back
Six days from New York to
Bath Maine 28 days with
750 tons rail & 100 tons
bar iron

George Abouey



Brig Natchez
Capt Andrew Gitch
Bound from Bath to Attu Kapis Hou
OCT 12th 1840
3

Parkers Glats

132

Come on board the Brig Watahnis 12th of October 1848

\$18 pr Month & Advance

Geo. Gould

Lying at Parkers Glats

bound from where to Southward
for a winter Cruise. Come from
the City of Bath to day Oct 20th

Brig Watahnis

Capt Andrew Fitch

Oct 31st

Fine morning and calm to day heading
to Southward a number of Sails in Sight.

Long 73° 36'

Lat 30° 36'

Spoke a Ship from Bath Bound to
Mobile Eight days out. go it may
sandy Watahnis you are one of them
George A Gould

Officers and Crew of Brig Watahnis
Bound from Bath to Attakapas Head

		Seamen	
Capt	Andrew Fitch	Maurice	George
Mate	John A Fitch	Gomp.	
Id Do	Geo A Gould	James	the Cook

Nov 3d

Corn these twenty four hours with fine
pleasant weather Steaming S.W. by S. at 6 PM kept
off Sou West Middle part fine at 10 PM heading
W by South at 1 AM made the Hole in the wall
dead ahead passed it running large at 8 AM made
Berrys island. a number of Sail in Sight. Set the
Fore Taper at Main Top Galut and Lower Studing
Sails. go it you Corn latter part fine passed large
Stumps Key Steaming S.W. by South to end these
Twenty four hours

Atlantic Ocean Oct 8th 1848

At 24° 00' North
Long 80° 00' West

Com these twenty four hours with fine pleasant weather wind from the N.E. Steering N. W. passed the double Headed Shot Rocks a great many sail in sight so ends

Gulf of Mexico Nov 10th 1848

Yine with light breezes from the NE Steering N.W. for the Belise Mouth of the Miss river spoke the tow Boat Ocean Shark and South Westing. Sixty miles from Attakapas

Dec 9th

Lying in the Bio. Cash
Attakapas Sea Bounding for Pensacola

Dec 15th

Lying at Passimpori for New Orleans tomorrow. Got up four Rigging and discharged six tons of Hay

Dec 18th

Lying in Berwicks Bay. Went up the Bay to the mouth of the Black. with the Capt & Capt Burke. the Ophir Capt Boynton was lying there ready to go down the Shame to Sea

Dec 19th

Com by towing down the Bay. Come in thick fog had to Anchor spoke the Solas Capt Bauard. he beat down to Shell Island our side went out hunting got no gam but made some fun by setting the Prairie on fire

Miss Anne B. Moulton Popsham Maine 3 Miss Anne B. Moulton

Attakapas Sea Dec 30th 1848

Brig Watahmis Bound for New Orleans Sea
Com by towing of old logs for ballast
Winds come wounding to North and up Anchor and
put to sea

Friday Dec 30th

Going up the Mississippi river with
Steamer, Dec, 30th passed the fort at 4 PM bad
news from the City 187 Deaths per day by Cholera
Bad Bad Bad

Saturday Feb 23rd.

Commenced this week four hours
with a fine breeze heading V.S. East for the
Marquesas Islands. The watch on deck had struck
four bells. The man at the wheel and mast heads had
been aliend but a few moments before the man up
boards sang out there she Breached

Capt - Where away

Capt Four points off the Starboard bow Sir
How far off

Six miles Sir

Capt Keep her off three points there, Square in the
Main yards and Mizen top sail

Crew Eye Eye Sir

Capt There belay all that. haul the top sail brace
a small pull there belay all, haul the weather
fore top sail brace a small pull, jump up
there a couple of you and rig out the fore
top mast Studding Sail Boom. Bear a hand
men if you love money.

Crew Eye Eye Sir. (and a couple jumped into
the weather fore rigging. When the masts from
the main topmast heads sang out there she
had close aboard Sir

Capt What do they look like

Mate Sperm Whales Sir! there she blows. there she
ripples regular old dogs

Capt How are they headed

Mate Square to leeward Sir. Star as right

Capt Bring the Ship to the wind there.

Brace up the fore and Mizen top sail. Haul
aback the main yards. Call all hands

The main yards was backed and the hoarse
and unwellcome sounds of all hands aboy
brought us on deck

Capt Do you see anything of the whales there

Mate No Sir. they have gone down

Man forward, there she blows. one point forward of the lee beam
Sir

Capt - Come down there from aloft. Clear away the boats

2d Mate Here Cooks Stand by my Boat

Cook Ay-e Ay-e Sir

Mates - Stand By the boats here,

Capt Hoist ends & swing the Cranes all ready there

Mates Ay-e Ay-e Sir

Capt Lower away there

2d Mate Come be lively ~~men~~ follow her down men
bully boat you know, waste boat forward,
bands on your line there Warren, down to your
bars men, line your oars. Now give her a good
stroke. forward with her, will you beat that
boat, you can do it. only say so. And the
whale is ours. What say now a fresh start
I will give you all I have but my wife, do men
say back.

Boat Steer They have gone down Sir

2d Mate We are up. there peak your oars. Take your
paddles men

Boat Steer Signal from the Ship Sir. Whale are
up there she blows Sir one point on
Starboard bow

2d Mate I see them, take your oars men, what
say men give her a good start? only
one mile off. will you pull. a bottle of
rum for every man. What say. There they
lay still as night, waiting for us
there we come up with them hands
over hands

Boat Steer Whale on the beam Sir

2d Mate Take out your oars. Look out for the tail
Warren

B. Steer Ay-e Ay-e Sir let it come

2d Mate Loose the tail, pass aft the sheet
take your paddles men that whale
is ours

B Steer As you go Sir, Steady,

2d Mate Lay down your paddles men and stand
by your oars easy men. Stand up Warren

137

The Whale was but a few fathoms from us Warren
Stood up with the iron in his hands waiting for
orders

2d Mate Paddle men one foot more and he is
over. What are you looking over your shoulders
for I will look out for the whale. Paddle one
foot more. Ready there Warren?

B Steamer Aye Aye Sir

2d Mate Give it to him there,

And the Boat Steamer burned two
irons to the Vockets

2d Mate Steer all, Steer all, I tell you, over Mother
Sons of you, Steer. Well line there. Trim boat. Look
out that you do not Crab your oars, hold on hard
Every one of you, hold on there she fights. haul line
men. Come aft Warren.

B Steamer Aye Aye Sir, the Boat Steamer goes aft and
the 2d Mate goes forward

2d Mate Now haul line men, with a will Stand by
your oars men. Bury man Stand by to haul
line. haul I tell you haul, pull I tell you
there he fights Sixty the fellow haul I tell you
one good chance And I will settle his back
for him. (starts his lance) Steer all, Steer all
I tell you, Steer if you wish to see Wantuckit

The whale had now gone down And the boat
lay in bloody water, all looking out And waiting
for the whale to rise, he came up the boat
happened to be in his way And he stove her
aboard the bow thwart

2d Mate

Steer you lubbers Steer, Steer I tell you, Steer all
to the Devil, off Shift one of you tear up the scaling
one of you And stuff in your shirts there, there
that's the talk. Now we are off again Haul
line bullies Now's your time there he lays
like a log, oh do haul will you men, I
will pay for you shirts. (starts his lance)

The whale then wounded to And came for the
boat the 2d Mate Stung out Steer, but it was too late

he stole us again And we Could Not Stuff it
up with Shirts, the 2^d Mate And two of the Crew
jumped over board. the Whale ran to leeward
a short distance ~~he~~ went into his flury, headed
to the Sun And turned fin out,

2^d Mate

Jump in Men in to the boat, ^{the} danger is
all gone, rig out your bars at least Ship And
we will weather her out. Curse old Reper I
thought the bloody buger would leave me
in Day Vines Locker, Set the wales head
And Stern. the old Man will soon pick
us up. Keep her headed to windward three
warrens. the bloody thing cant sink more.
vather wet here boys. but you will feel better
after you get dry. will splice the main brace
to pay for this

Crew

Wall Ho! dead a head heading at the
stern. the old Man coming to pick us
up Boys

after backing And filling for a long time
he ran down to us.

Capt

Take in your oars. how do you expect
to get along Side

2^d Mate

If I take them in she will capsize Sir I think
Sir

Capt

I don't care take them in I tell you who
Shipeds you to think?

The old rule is. Oby orders if you break
owners. in Cornes the oars And we goes
the boat. Every one for himself And the
Devil for us all.

Capt

There you have done it now. oh! you Saps
heads. well jump in. Come up here
Stand by to take up the waste boat.
all ready to hoist there

2^d Mate

Aye Aye Sir, all ready

Sat Feb 23rd /44

Capt Hoist away there fore and aft. lively men
up with her, there high, put her on the Cranes,
Coil up the falls.

Mate

Clew up the Main topsail here

Crew

Cye Cye Sir

Mate

Belay the weather Clewling Start away the
lee sheet. Belay lee Clewling, jump there and
pull him.

Crew

Cye Cye Sir

Mate

Clew down the fore Topsail. there

Crew

Cye Cye Sir

Mate

Let go the halliards. Round down on your
Clewling's. haul your leetables. there belay
all. Let him hang for the present
Haul down the jibs.

Crew

Cye Cye Sir

Mate

When the Down hauls let go the Halliards
Belay all, jump there and pull them,
this way all of you. off Fore hatches
jump down and pass up the Cutting
gear, jump up in the Main Top and
heave down the Cutting pennants one
of you, we have you tackle for the Cutting
falls

Mate

Cye Cye Sir

Mate

Stand by here to hoist. hoist away there

Crew

Cye Cye Sir, (Shanty boys)

Was you ever in Stenaboe by Storm along
Brouseing timber Round your deck Storm along Stormy
That's the talk lively Men, high, we haul
your falls and up with the other, bear a hand
Men

Capt

Whose over boards is it here

Boat Steerer

Mine Sir

Capt

Bear a hand then, on Monkey Rope
and over on the Whale we haul your Cutting
falls.

Boat Steerer on the Whale, Over haul on deck bear a hand

Capt There now is your time. Hook in.
 Boat Steerer Kill them bloody Sharks Sir. they will
 take off my leg yet
 Capt. Kick them in the eye, Kick them
 in the eye. hoist, hoist, Steer. Heave And
 Surge. Heave Men. Wounds, Wounds, Slip
 Slap. That's the talk, five And forty more
 Crew Wounds wounds Men's Main yards him
 Can you dandy open your Smelling bottle
 Heave one, heave all. Heave you bloody
 Kanaka Heave. Steer and give us some
 Wentuckat grog. (Water with Molasses And
 Verdust in it) Splice the main brace Every Mothers
 Song.
 Capt
 Heave Men last Blanket piece roll of his
 jacket. And get another; that the lub
 jump up and Vandy down the falls,
 off Main Hatch and down with the
 Hubber. off the Cobboose Cover Men's And
 on Case.
 Mate Hoig the mincing horse And fill the
 tubs there here Cook give us some fire
 her. Strike a light under the pots And give
 her old hallet
 B Steerer Eye Eye Sir
 Mate here Cooper, how are you off for Casks?
 Cooper " All right Sir, plenty of them
 B Steerer Clear Strain here one of you
 Crew you go Jim I cleared it last. How me
 if I do though, you, are hands aboard of
 it. (Mad) Damn the bloody old Ship
 hope she will sink. Never mind home
 Song
 2d Mate What are you growling about there, like
 a dog with a sore head, bare a head
 or I will light you along with a ropes end
 you bloody old Mahon Soldier.
 B Steer More Schaps here one of you that the
 Winds, plenty of them. Most twelve so
 Men at the Wheel.
 Eight Bells. Call the watch Spencer

Many are the gifts from Gods to Man, - And all
Are marked with signs of his kind love and power,
Of fast and countless to the Mercies fall
Be ye some gift, some Mercies every hour;
He guards the right, - attends the mourner's call,
Tames the tempest, to the tender flower -
The holiest, dearest, gift from above is

Friendship
The twin gift and tie to Love,
The tie that beareth not, but holds as fast
When fortune changes, or when hearts are riving -
Though comes the storm, and sorrow's weeping blast
Though cutting words and chilling looks be given
Still wear and true is Friendship's pledge at last
To be the dearest gift to Earth from Heaven

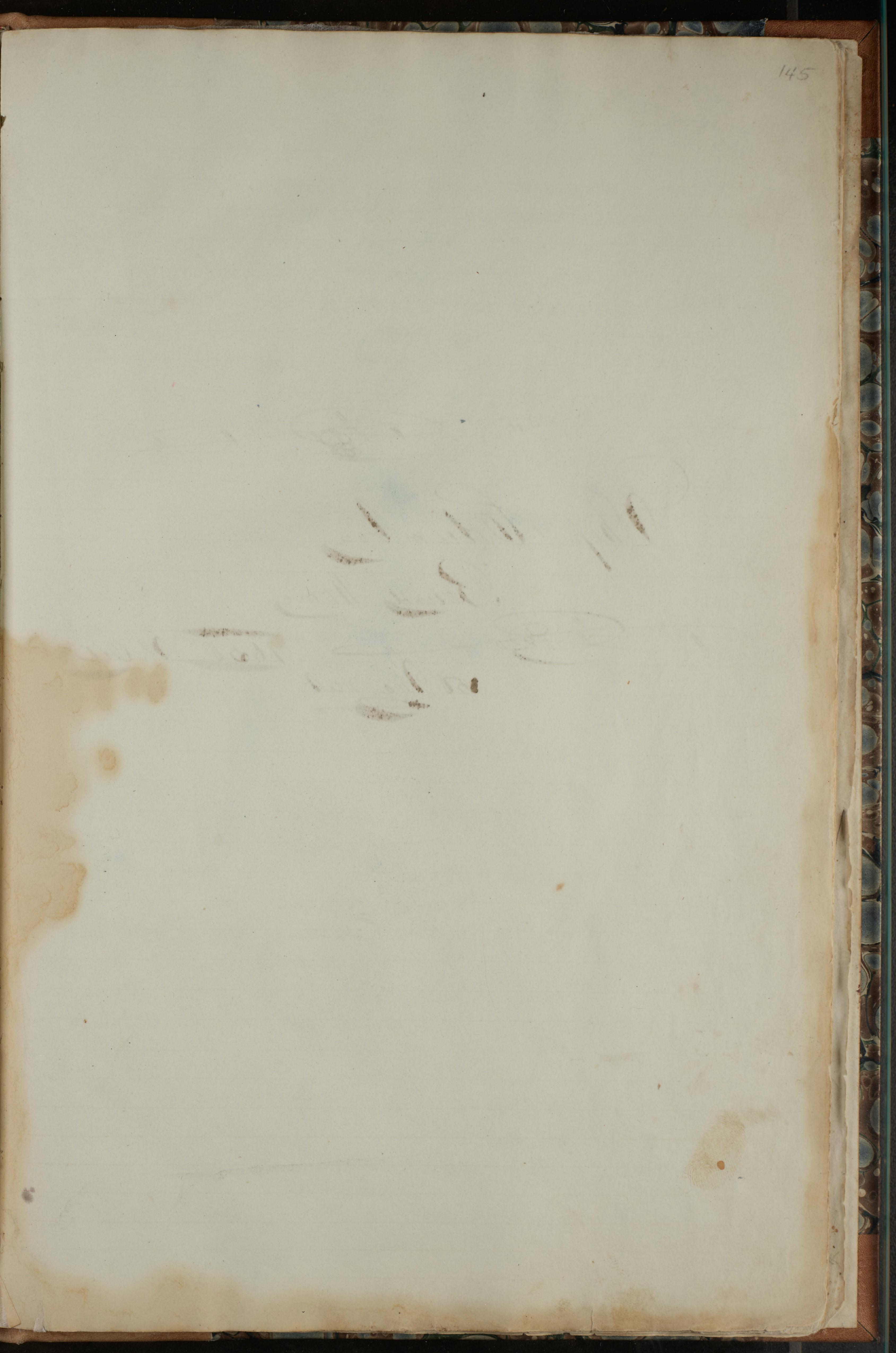
Ship Columbia
Kentucket
Massachusetts

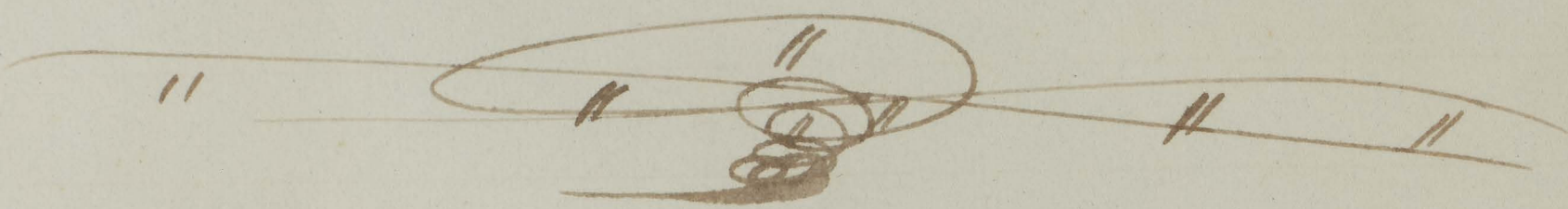
|| || || ||

Ship Columbia off
the Marquesas on
Washington Island
Apr 18th, in a
squall,
 To at 10° 00 South
 To on 140° West.

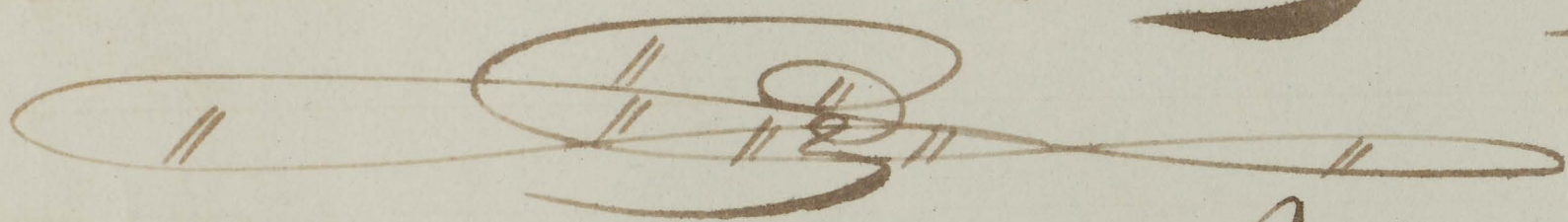


E. H. Davis





Ship Columbia
Bound Home



1650 W. Oil
50 Mo out

147
Ship Columbia Bound Home
1650 a.m. Oct

The moon is up, Her Silver beam
Shines clear, and glow, and mountain vain,
A flood of radiance beamed doth seem
To light the maiden, to thy lover,

Off o'er her out a cloud should rest
But the Chalk's soft hush to cover
its wait to clasp thee to his breast
The moon is up go - meet thy lover.

The moon is up, round beauty's shrine
Lovers pilgrims bend at vesper hour;
Earth breathes to Heaven, and looks divine
At lovers' hearts confess her power.

~~###~~

Oh! life is a river and man is the boat,
That over its surface is destined to float,
And joy is a Cargo so easily stored
That he is a fool that takes sorrow on board.

~~###~~

A wet sheet and a flowing sea,
A wind that follows fast,
And fills the white and rustling sail,
And bends the gallant mast.
A sea bends the gallant mast, my boys,
Like the Eagle of sea,
A war the good ship flies, and leaves
No tentacles on our lee.

Fort nine months out

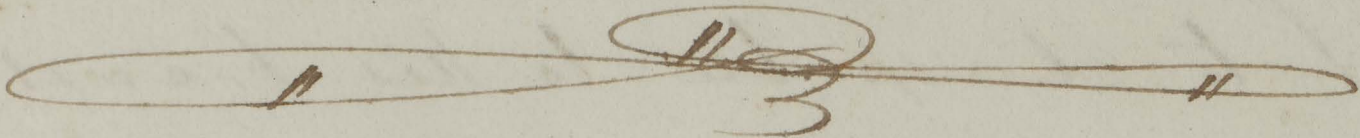
Atlantic Ocean Oct 20th 1850

At 22° 35' South

Long by Gun or Obs 27° 00' West

Ship Columbia Bound Home

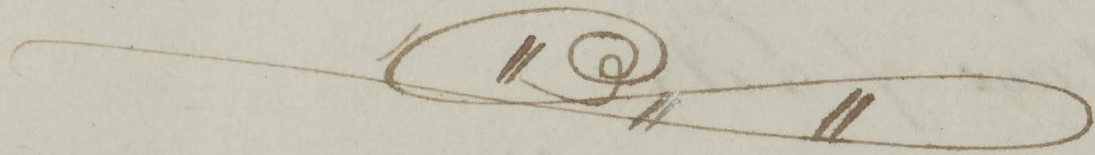
Oh! for a soft and gentle wind
 We had a fair one ere
 But give to me the roaring breeze
 And white waves beating high my boys
 The good ship tight and free
 The world of waters is our own
 And merry men are we



Loose, Loose every sail to the breeze,
 I no longer wish for to roam:
 I'm done with the toil of the seas;
 Ye sailors, I'm bound to my home.

If unassail'd by a squall or a shower,
 Wafted by the gentle gales,
 Let's not lose the favouring hour,
 While success attends our sails?"

Hoist, Hoist every sail to the breeze,
 Come, ship mates, and join in the song
 Let's drink, while the barge cuts the seas,
 To the gale that may drive her along



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Composed on board Ship Columbia of Nantucket
by J. Gorham.

How far the day that e'er I left my home,
And wife, and friends, on the blue sea to roam
To encounter dangers, for the sake of gold
And suffer hardships that can ne'er be told.
All you that seek for wealth, the root of evil
Eschew the sea as you'd Eschew the devil
And if despite advice you yet will be a Sailor
Let me beseech you never try a Whaler
It little matters from what port you sail
Whether from the aristocratic town you hail
N. Bedford, ^{called} or even from Martha's Vile
Where herring bones that whitening pile on pile
Like "Alps on alps" are in the distance seen
Beware that place they'll pick you just as clean
As are those bones. Then scoff at all your pains
And in their pockets put your honest gains
Nantucket too, a place that Fame of tells
Where friendly feeling for the stranger dwells
Dwells? ay, that's a fact, it dwells and always did
Beneath the smooth faced quakers Coffin lid
It's easy to detect them. When you land
With friendly smile they extend the ready hand
And greet you thus. My friend how's this do
I'm really glad to see thee; very so
The thought thou'd come to see us, took a trip,
Perhaps to see if thou couldst get a ship!
I have a fine one launched the other day
Which nearly ready. I'll give thee a good lay
A good fit out I'll see thee & sure to have
You'll find alas! that you've been daily shamed
To repentance comes to late you curse and swear
But all your words are thrown on empty air
Beware the proffered hand the friendly smile
Those broad brows cover many a heart of guile
A placid face from which benightedness does shine
Verus as a pretext ^{for} roguery, refined
The abolition Cause they too befrend
And to the woolly pates a boundless love pretend

To make them fondly but it's all for fame
 They'd steal the Cope from a blind Negro's cane
 Like painted & spiced kisses the out-side of air
 When it's exposed to the worldly stare
 And like them too if you could look within
 You'd find a bosom filled with vice and sin
 But not so all, for we are taught in schools
 There's some exceptions even to general rules
 But let me deal with whom be it Hebrew Greek or
 Whom I care I keep me from a conscientious quaking

J. G.
 Bound Rome Oct 24
 Steering North Lat 21° or South

Ship Columbia Home-ward Bound

Farewell my love thy pledge I'll keep
While sailing o'er the boundless deep
I'll think when storms and tempest roar
On my dear girl and native shore

When angry billows foaming rise
O'er top the clouds to meet the skies
With death and there before my view
My thoughts dear girl shall rest with you

Though nights be dreary, long and dark
And seas overwhelm my little bark
I'll seek protection from above
And soon return to those I love

When troubles, dangers, all are o'er
Again I'll tread my native shore
Then tears of joy shall freely flow
And never more I'll part from you

" " " "

For thou my dear art the stars bright ray
That guides me home where ever I stray

157
Ship Columbia Bound Home

Well soon be there
Hurrah! hurrah! we home ward bound
Hurrah the wind blows fair
With joy let every bosom bound
Well soon, well soon be there

Haul line Haul line ye Yankee girls
And Core it clear and fair
Then rig ye out with rings and curls
Well soon well soon be there

O mind ye, not what landmen say
The storm they fear to dare
They'll skulk like beaten dogs away
Well soon well soon be there

Hurrah! we smell the Yankee sod
Haul line nor slack a hair
Though rain pour down like old Noah's flood
Well soon well soon be there

And ye who wish to be a bride
If ye are passing fair
Haul line and with the wind and tide
Well soon well soon be there

Hurrah! Hurrah a few leagues more
We throw aside all care
Then with the handsome girls on shore
Well soon well soon be there J. G. M.

Dec 4th/45

At Gay Head under
storm sails pilot on board wind ahead

On the Death of a Shipmate

By J. Goram Nantucket

Mourn ship mates Mourn, oh restrain not a tear
Let them fall as a tribute to grace his bad end
For no sculptured Marble its head can uprear
To mark the last bed of our mesmate and friend

Half mast and inverted the Flag of our Nation
As it waves from the main proclames to the Crew
The rights we are called to perform and the Ocean
Receiving his Corse excludes it from view

The voice of the Sea Bird his Requiem is ringing
Whilst low in the depths of the Ocean's blue wave
The music of sea shells his death Knell is ringing
And his Corse now inhabits some bright coral cave

How beautiful and bright is the grave of the Ocean
No cold clouds of earth encumber the breast
Where the gale fish are sporting and sea plants in motion
It seems the abode of the happy and rest

May such be my last - if my frail bark should ever
By the rude hand of death be sunk in the wave
Taken far from my home I am called on to sever
The last earthly tie May such be my grave

J Goram
Ship Columbia home ward bound

No 10th / 45 51 Months Out

Nov 15th /45

Lat 17° 21' N.

Lon 48° 35' W.

Fine weather Windy East steering
N. by North. Main Trawl. Main Top mast
and Top Land. Fore Top mast and Lower standing
sails set going off with a West sheet and a
flowing sea dis from Nantucket 1900 Miles
then sails in sight. go it Columbia

Nov 15 1853 Fine good breeze

Began first

17th

Lat 22° 55' N

Equally. Windy all round the House steering
N. by dis from Block island 1380 Miles the day
sail from Nantucket.

What would I give this night to be at
From that dear home — of mine
That home I left to wander far
In to home — distant — Clime

Why did I leave a home so best —
Oh! What could tempt me so
To leave behind me all I loved
And to foreign Countries go —

Then blow ye breezes fill the sails
And waft us through the sea so clear
That we may never never part —
From all those on earth we hold most dear

Nov 17th /45 Lat 22° 50' North

Yours

Ship Columbia Bound Rome

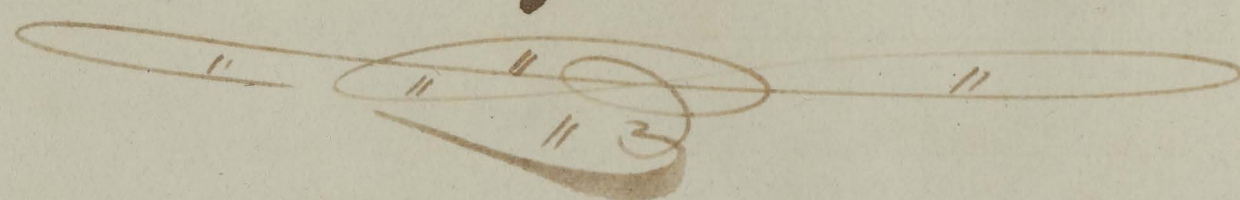
Nov 26th Blowing heavy from the V.E double reefed the Topsails. Middle part wind hauled more to V. Southward squared the yards shook the reefs out the Main Topsail and loosed the M.T.G. sail latter part blowing heavy furlled the T.G. sail closed reefed the Main and furlled Fore and Mizzen Topsails. Took in the waist and hoisted up the quarter boats. Struck the Fore and Mizzen T.G. yards heading N. W. by North

Lat 35° 00' N
Lon 71° 00' W

Dis from Wantuck St

400 Miles

N. W. by 3/4 West



Dec 1st

First part thick rainy weather wind S.E. steering N. W. by N. Middle part strong wind doubled reefed the Topsails furlled the T.G. sails Main sail wind hauled to East N. East luffed two points heading North

Lat 38° 10' North
Lon 71° 15' West

Dis from Block Island
180 Miles



My Dear Mr. [unclear]

I have just received your letter of the 10th inst. and am
glad to hear that you are well. I am
also well and hope this letter will find you
the same. I have not much news to write
at present. I am still in the same place
and doing the same work. I hope to
hear from you again soon.

I am, Sir, very respectfully,
Your obedient servant,
[unclear]

I am, Sir, very respectfully,
Your obedient servant,
[unclear]

I am, Sir, very respectfully,
Your obedient servant,
[unclear]

Brund Home

Dec 3th First part - Tuesday Mantank Point
 on the weather bar passed it - and raised Block
 Island passed it. Running large - Furlled the
 Main sail fore sail and Sub Fore and Mizen
 Topsails and Main T. G. Sail. and got up the
 Cables and bent them Main Land in sight
 Cold Cold ice by the buckets full on deck. Latter
 part Clear and Cold set the Fore and Mizen
 Topsails reefed the Fore sail and set it
 Full mouth light ahead. bearing North by East
 light three points on the bar got over T. A. and go
 in tomorrow 7 1/2 o'clock my eight hours on deck to
 night



Geo A Young

50 Miles to Mantank Pt -
 30 Miles from Old Town
 our Port



59
Bound Home

Our ship no longer braves the seas
But safely in the haven rests
Old ocean's storms and tempests cease
And fiercer ships arms are round us pressed

O'er many a weary mile we sped
On foreign shores to have often stood
When man oh! fellow man hath fed
And sacrificed with human blood

When heathen nations bow the knee
To idd gods of wood and stone
In lands where milk and honey flow
But heaven's Creation is unknown

In deadly strife we oft have stood
With huger Leviathan ocean side
His giant strength the ~~tiny~~ giants still have pleased
And left his corpse up on the tide

But now through dangers safely passed
Again we touch our native shore
Joy fills our bosoms unsurpassed
To view our home and friends once more

Again we view each well known scene
Familiar forms now meet our eye
On every face beams joy & merriment
And sorrowing bosoms cease to sigh

To shun our hopes and raise our fears
Cold winter now may strive in vain
Comfort with outspread arms appears
To repay the dangers of the main
Repair

J Goram
Wentuck
Chief of Ship Columbia

Ship Columbia
Round home, off Gay Head
Dec 4th 45 1 Four Months from Claketa

Ship Columbia in Nantucket turned
Out 1600 lbs sperm oil at \$1. per Gal. Say \$16.00
\$49.50.00

Bad Luck

Dec 4th 45

Ship Columbia
Round home off Gay Head

Dec 4th 45 1 Four Months from Claketa

Bad Luck May 18 1853

Give

161

I am afloat I'm a float on wild rolling tide
~~My bark is~~
The Ocean my home and my Barken is my bride
Then up with our flag let it float on the sea
I'm afloat I'm afloat and the river is free

I fear not the Monarch I fear not the Law
I'm a Comptroller to Steer and a drag on to draw
And I'm as a Comptroller or a Sheriff will I might
While my guns carry shot on my belt - ^{still} Carry a
Then up with my flag be

The night gathers on us the thunders are kind
What matter our Barken seems on like a bird
~~Heard at my brave Crew~~
With the lightning above us and darkness below
Ride on through wild waste of waters we go
Then up be

Heard at my brave Crew you may drink you may
The storm winds is hushed I'm off alone for the last
Then up with my flag let it float on the sea
I'm afloat I'm afloat and the river is free

Monday Feb 30th /46

As the Ann Day Moon with

201
1878



Use of Gould

29/10
1890

